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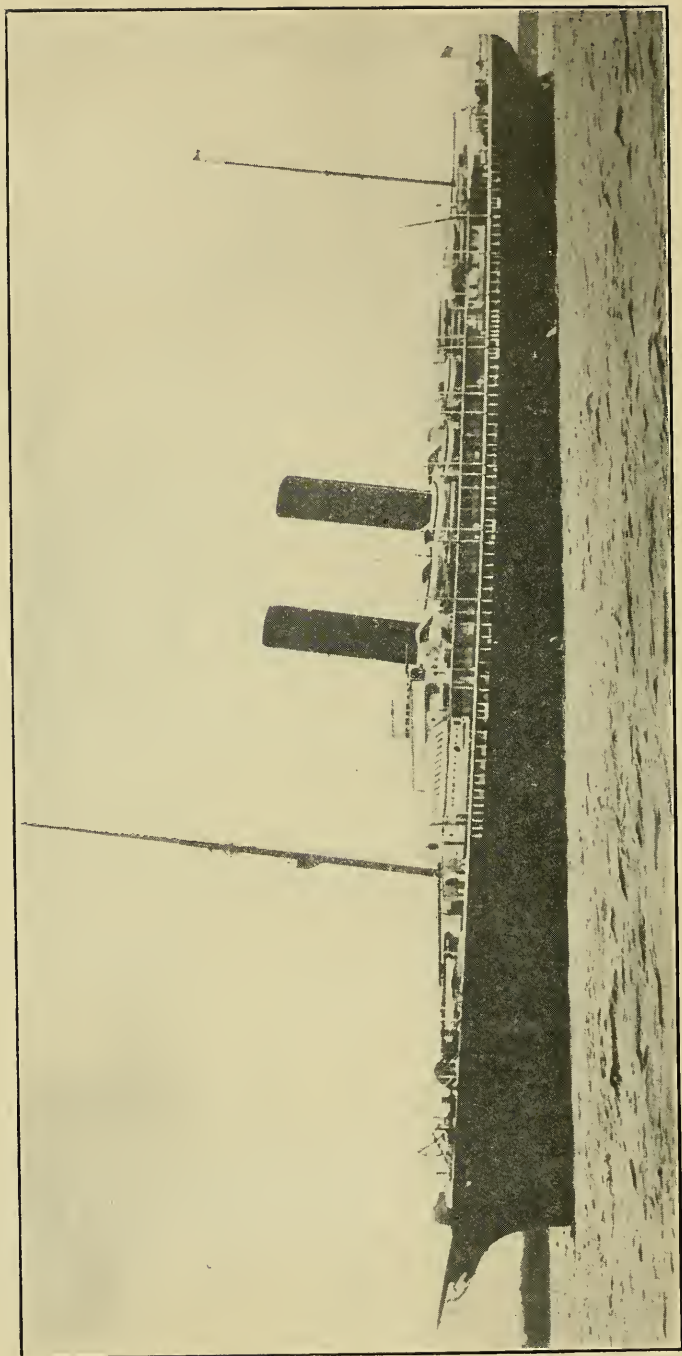
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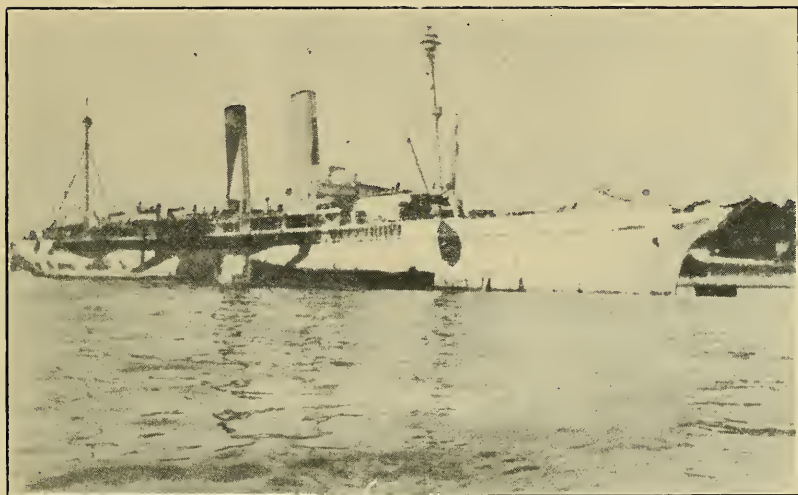
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THE U. S. S. HARRISBURG IN PEACE



THE *U. S. S. HARRISBURG* IN WAR

HISTORY OF THE U. S. S. HARRISBURG

THE QUEEN OF THE OCEAN
IN PEACE AND IN WAR



R. B. HOLT



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HENRY A. CANDY

DEDICATED AS A TRIBUTE

to

Commander Henry A. Candy
U. S. Naval Reserve Force

under whose able command this ship was so skillfully navigated through the submarine infested and mine strewn war zone during the entire period of the war, both while engaged in the United States Mail Service as an armed merchantman and as a U. S. Transport carrying American troops to the battlefields of Europe. His unceasing vigilance, his wonderful seamanship and absolute fearlessness, account for her wonderful record and performances while engaged in these most arduous and dangerous duties.





ADMIRAL GLEAVES AND STAFF

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INTRODUCTION



AMERICA'S prominence and prowess as a naval power are acknowledged today by all the world. Wherever on the great ocean American naval vessels may be, the Stars and Stripes are recognized with a respect that is not altogether of recent birth. What is true of the American Navy in the course of time may become true of the American Merchant Marine. The value of having great ocean liners under the American flag, and the speed and facility with which in time of the nation's need they may be changed from peaceful agents of commerce into transports and leviathans of war power, has just been demonstrated.

There is not in all American maritime history a more significant and promising page than that which tells the story of how ships of the American Merchant Marine were transformed to armed cruisers, troopships and storeships.

In writing a history of the performances of the *U. S. S. Harrisburg*, it is deemed essential also to outline the wonderful and remarkable record of this vessel previous to her entrance into the Naval services during this war. Starting with the laying of her keel and her launching as the *S. S. City of Paris*, later to be commonly known the world over as "The Queen of the Ocean," and her performances as the *Harrisburg* in the world war, her history will remain an enviable record. This work is therefore divided into two parts, Part I covering the period up to the time she was taken over by the United States Navy, in May, 1918, Part II covering subsequent services as a United States Troop Transport during the war just brought to a successful ending.

With the generous permission of the International Mercantile Marine Company, I have copied several pages from their book of the performance of the *U. S. S. Yale*, during the Spanish-American War. I am indebted to Lieutenant-Commander William Joyce, U.S.N.R.F., Chaplain Albert and many

other officers and enlisted men of the vessel for many notes and suggestions, and to Wm. T. L. Armstrong, B.M 2nd Cl., U.S.N.R.F., and Fred Meyr, Sea., U.S.N.R.F., for their sketches and cartoons, these being of the greatest importance in the preparation of such a volume.

R. B. H.



TO THE TRANSPORT QUEEN

I'm glad the war is over, for the task has been well done.

We saw it was our business to get that "darned" old Hun.

We did not do much fighting, as it was not in our line,

But we surely took our soldier boys to Europe just in time.

We were constantly in danger of submarines and mines

But we never shirked our duty, though we had some rough old times.

Our Captain knew his business, and we stood by him, too,

And we can tell you folks, with pride, we surely have some crew.

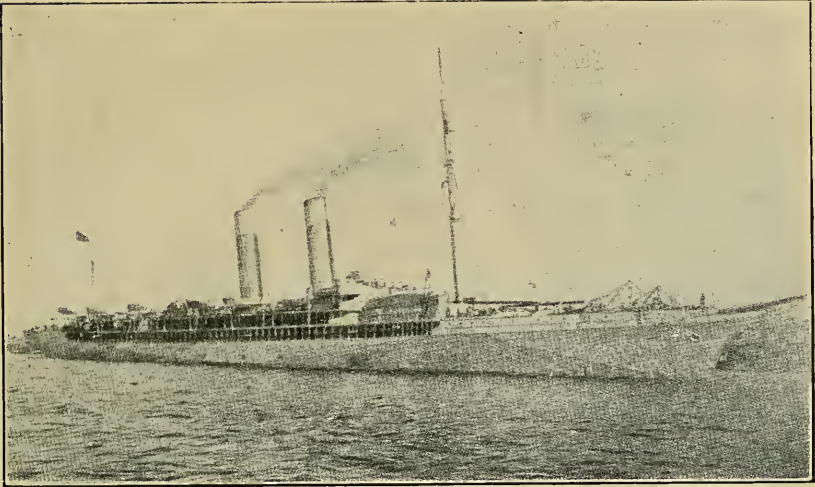
We've had our little troubles—some of them caused us pain,

But the pathless seas we'd navigate in sunshine and in rain.

And when, with bag and hammock, o'er the gangway we shall go,

In silent tribute, we'll salute the ship whose flag we all love so.

K. J. S.



A RESUME OF THE *HARRISBURG'S* PERFORMANCE

1. 45 trips through the war zone from August, 1914, to armistice.
2. Steamed 270,000 miles during the war.
3. Landed 30,000 troops in France.
4. Landed part of the first 5,000 troops sent abroad.
5. Distinguished for services in peace and in wars.
6. First relief ship out of Europe at the outbreak of the war.
7. The oldest transport in the service.

PART I

CHAPTER I

HISTORICAL

Our good ship has had quite an eventful career. Obviously, we say "good ship," but further because of her cruises under various names, first, as *S. S. City of Paris*, built for the Inman and International Line, England. This company was soon purchased by the International Navigation Company.

In 1887 the Company contracted with the Clydebank Ship Building and Engineering Works, Glasgow, Scotland, one of Great Britain's foremost shipbuilders, for the construction of two steamships, the first twin-screw passenger carrying steamers ever designed and the first ships ever built to be practically unsinkable. They were at that time the largest merchant steamers afloat and were christened the *City of New York* and the *City of Paris*, flying the flag of Great Britain.

The *City of Paris* was the first of these. Her keel was laid in 1887, she was launched in 1888, and made her maiden voyage in 1889. When she made her first appearance she created the most widespread interest and was hailed as the herald of a new era in ocean travel. She was the pioneer of speed and twin propellers, and from the time of her launching she has been commonly known on the Atlantic as "The Queen of the Ocean." She was also the first ship to be fitted with the telephone and hydraulic lifts and elevators. As regards to her interior, the best designers were called upon to design and execute the decorations and upholsterings.

She was contracted for and built to make 19 knots, but exceeded the builders' expectations. She established a new world's record for a voyage across the Atlantic, and though that was thirty years ago, she is today one of Uncle Sam's speediest transports. When she was built she had three masts,

U. S. S. H A R R I S B U R G

three funnels and carried yards and sails. She was rebuilt in 1900 and as the sails were deemed unnecessary they were taken off as was the third funnel.

In 1893 the *S. S. City of Paris* became a naturalized American vessel and since that time has served the Stars and Stripes in peace and in war. She was the first ship to carry wireless and the first that demonstrated the incalculable advantage to the nation of possessing a fighting reserve of merchantmen to be called upon in time of need. As a veteran of the Spanish-American War of 1898, she long ago proved an example of American adaptability and made the task of this more recent war just that much easier, by having ships of our own.



THE *HARRISBURG* FOR ME

Ours is a ship with a history rare,
She sails the dark blue sea;
In transport service she's debonair,
The *Harrisburg* for me.

Her masts are high, but ever there,
However rough the sea;
On her there was no submarine scare,
The *Harrisburg* for me.

Her stacks are tall and do look queer,
But I'm sure you will agree,
That others'll look worse in their thirtieth year,
The *Harrisburg* for me.

When the wild storms rage and the waves roll high,
Just open the throttle and you will see
She'll catch all others and pass them by;
The *Harrisburg* for me.

Her crew are lads with nerves of steel,
They fought to make men free;
We trust ourselves to the man at the wheel
The *Harrisburg* for me.

But Ship so fair, the time draws near,
When by-gone Pals we'll be;
But 'till that time I'll be right here,
The *Harrisburg* for me.

CHAPTER II

SPECIFICATIONS

The dimensions of this vessel are: Length, 525 feet; length over all, 560 feet; breadth, 63.6 feet; moulded depth, 42 feet, and a gross tonnage of 10,786 tons. Siemens-Martin steel was exclusively employed in building the immense outer shell of the hull, which has a double bottom throughout, this arrangement being adopted so as to prevent any danger arising to the safety of the ship should she run aground.

There are fifteen watertight compartments, separated by transverse bulkheads, extending from the keel to the saloon deck and rising eighteen feet above the load water line. These bulkheads are solid structures of immense strength, containing no doors or openings of any kind, so that, should an accident occur, no aperture has to be closed at the last moment, and each section is complete in itself. Three of these watertight compartments are set apart for the boilers and one for the engines, the latter space being further divided by a longitudinal bulkhead, so that the machinery is duplicated in the strictest sense of the term, thus forming the starboard and port engine rooms. The first cabin passengers are housed in the three watertight compartments in the central part of the vessel, two compartments abaft are set apart for the second class passengers, while the compartments at each end are divided into space for steerage passengers and cargo.

One of the finest internal features of the ship was the first cabin dining saloon, located forward on the saloon deck. The space usually allowed between decks is about eight feet, but in this vessel the principal dining saloon, spanned by a barrel-vaulted ceiling, it is carried through two decks and a half, the height attained at the crown being 20 feet, while the length of the vault is fifty-three feet and the span of the

arch is twenty-five feet. Accommodation was originally provided for 260 passengers in this chamber, but alterations afterwards made it possible to dine 420 passengers at the same time. It is thus possible to conceive how over 3,300 passengers are fed every day in this same dining room.

At the after end of the dining saloon is the grand staircase leading to the promenade deck and giving entrance to two apartments. The first of these was the drawing room in time of peace, and in war a dining saloon for Army officers and others assigned as passengers.

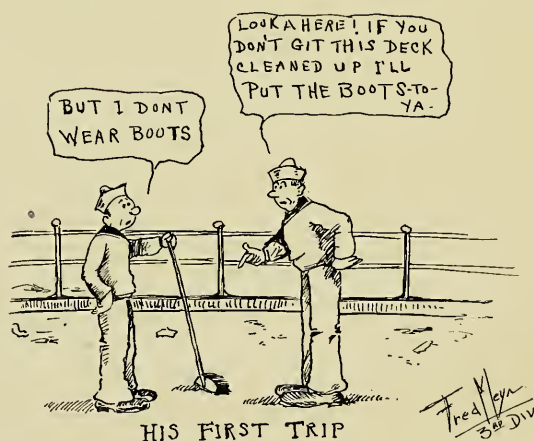
On the after side of the stair hall is the library. This apartment during the war was converted into a ward-room for Naval officers. The sides of this chamber are lighted from windows overlooking the promenade deck and a central skylight makes it exceedingly bright and interesting. There is a lining of wainscot oak round the library, and the names of many illustrious authors appear in carved scrolls upon the panels, while quotations from sea poems are inscribed upon the stained glass of the windows. Upon the shelves are about 900 judiciously selected volumes.

In war times, due to the utilization of space for troops, there are no smoking rooms aboard. Other times, the first class smoking room, 45 feet long and 27 feet wide, afforded space for 130 men. Upon the promenade and saloon-decks no fewer than 40 rooms are set apart in 14 suites. These rooms are now used for necessary offices and ship's officers quarters. The promenade deck extends from one end of the ship to the other, a distance of nearly 190 yards.

The second cabin dining saloon is a handsome and well lighted apartment, 27 feet long and 40 feet wide, providing seats for 150 passengers. This apartment is now used as hospital ward as well as the original second cabin smoking room.

As you would naturally suppose, in order to serve efficiently as a troop transport, many alterations were made and in the haste such alterations were rather crudely performed. In the eyes of the merchant marine officers, who are still aboard, she is likened to the German army, "All shot to h——." How-

ever, this vessel has been through it all before. After the Spanish-American War the restoration from cruisers of war to merchant steamers occupied but little time than did the change from liners to cruisers, and when her peaceful occupation was resumed there was not a mark to tell of the hazardous cruises nor of the incidental showers of projectiles through which she passed during that war. She is not dressed now, but stripped for action. As her appearance when made into a transport was a surprise to those who knew her in the passenger and mail service, so will it be when she is dressed in the garb of peace again, renovated and refurnished even better than on her maiden voyage.



CHAPTER III

IN PEACE AND IN WAR TO AUGUST, 1914

The *Steamship City of Paris*, as our ship was first named, was built to make 19 knots, but she made her maiden passage from Queenstown, Ireland, to New York, in 1889, in 5 days, 19 hours and 18 minutes, with a speed of 20 knots per hour, this being the world's record at that time. When this vessel first arrived at New York it was an event of the greatest interest and everyone wished to get a glimpse of this new "Queen of the Ocean." Many excursion steamers, river boats and pleasure craft, loaded with sightseers gladly paid the small fee of fifty cents to go down New York harbor to Sandy Hook to see this remarkable ship come in and help to escort her up the North River. Although an occurrence of thirty years ago, we are told by people who witnessed this reception that it exceeded all such occasions previous to the reception of Admiral Dewey's fleet after the Spanish-American War.

One year after leaving the builders she nearly became a total loss. The starboard main engine shaft broke, causing the engine to run away and break up. A part of the engine broke the main injection valve, which flooded the starboard engine room and to keep her from turning over, water was let into the port engine room. The racing of the engine when the shaft broke cut the main condenser in two. A heavy sea was running at the time and to make matters worse, a twenty-two inch pipe was open to the sea in consequence of the valves being put out of action by the engine breakdown. Pumps were worked, but, of course, could not cope with such an inflow. Thus, with disabled engines and four compartments flooded with water, the *City of Paris* was at the mercy of the sea. Owing to her construction and the fact that many hundreds of tons of coal had been burned on the voyage from New York, there was

no danger of the liner sinking. The water inside the hull was barely over the weight of the coal which had been used. Thus the ship was made a derelict 800 miles west of the coast of Ireland. A remarkable event happened at this time. There being no wireless in those days or any means of communication to secure aid for the disabled vessel, the chief officer Passoro volunteered to make land and amid roaring cheers of the crew set sail with one of the ship's lifeboats. He was successful in reaching the Irish coast, reporting the accident about six days later. Fortunately the watertight compartments of the vessel withstood the strain and soon afterwards she was safely towed into Queenstown harbor where temporary repairs were made and a new engine fitted.

In 1892 she even reduced her former world's record from Queenstown to New York by five hours, making the trip in a period of five days, 14 hours and 24 minutes.

In 1893 a most important and dramatic event in the maritime history of the United States was enacted—the restoration of the American flag to the seas from which it had almost entirely disappeared. Congress, after some delay, passed a bill permitting the admission of the foreign-built *City of New York* and *City of Paris* to American registry, provided their owners, the American Line of the International Navigation Company, would build in American shipyards, under the supervision of the Navy Department, two vessels of equal tonnage and speed, ready to take the sea as auxiliary cruisers in case of war.

The two contracts were let and the result was the building of the *U. S. M. S. St. Louis*, now the *U. S. S. Louisville*, and the *U. S. M. S. St. Paul*, now the *U. S. S. St. Paul*, which had the misfortune to turn over while tied up to her pier in New York. For the sake of convenience, the names of the two British-built ships were shortened to *New York* and *Paris*, the Inman Line, from New York to Liverpool, ceased to exist and the Southampton service of the American Line was inaugurated. The American flag was raised over the naturalized *U. S. M. S. Paris*, in New York, with great ceremony. The American flag thus flew over the fastest mail steamer afloat and up to that time the United States had no ocean going mail steamers.

Under the American flag she opened up the port of Southampton, and there was an enthusiastic welcome by the populace and all Southampton made holiday. The *U. S. M. S. Paris* established another record in 1893, making a record run from Southampton to New York in 6 days, 9 hours and 37 minutes. To better accommodate the American Line's fleet of leviathans, it was necessary to build new piers in the North River, and they are among the largest and most commodious piers in the world. The *Paris* thus continued her travels back and forth across the North Atlantic as one of the greatest peaceful agents of commerce until the outbreak of the Spanish-American War on April 13, 1898. It was at this time that the American Government bethought to avail itself of the terms of the Act placing the swiftest American liners at its disposal for just such an emergency, and it fell to the American Navy to be the first to put into practice the modern principle of using the fastest mail and merchant steamers as auxiliary cruisers for naval warfare and transportation of troops.

On the day the American Minister at Madrid was handed his passports, and the declaration of war had narrowed down to a mere matter of hours, Captain Watkins, who was then at Southampton with the *Paris*, received orders to return immediately to New York. A confidential despatch, warning him to look out for the Spanish Cruiser *Emperador Carlos V*, which had put out from Havre to intercept the American liner on her way home, reached him at the moment of his departure.

Steaming somewhat out of her usual course, showing her colors to none, and with her three huge funnels so disguised that even the signal operator at the Needles did not recognize her, the *Paris* sped away towards home. At night, all lights were out and the orders that not even a match should be struck on deck were rigidly observed. The commands of the officers were given in a low voice and the lookouts were quadrupled. During the rare intervals when the captain was not on the bridge, peering anxiously into the gray waste beyond, the understanding was, that at the slightest intimation of danger from any quarter whatsoever, the ship should be headed about and run at the full limit of her speed. Once on the high seas,

however, Captain Watkins breathed more freely, for he had faith in the great engines of his ship and knew that there was not a vessel in the Spanish Navy that could out-strip her on a straight-away course. Even when the Banks of Newfoundland were reached the speed was not slackened, and none of the precautionary measures were relaxed until the giant ship rode safely into New York Harbor.

Spain's disappointment over the failure of her cruisers to make this capture was most bitter, for a single vessel of the character of the *Paris* would have compensated her for the many Spanish ships that became the prizes of the American blockading squadron in Cuban waters.

On board the *Paris* there was only one person who was not enthusiastic over the safe passage, a young Englishman, whose hope of adventure had led him to sail on the American liner. While others were tendering their thanks to Captain Watkins, he alone complained. "To be chased by Spanish cruisers promised excitement, don't you know," he said, "but we went so fast that we never gave the Spanish a chance, so nothing happened, no, not a thing."

As soon as the *Paris* had steamed past her fellow cruisers lying in the harbor, and had come alongside the American Line pier, her transformation into a naval vessel began. The gilt letters spelling *Paris* on her stern were removed and in their place appeared the name *Yale*. Already the students of Yale University had begun to raise a fund wherewith to purchase guns for the new cruiser, and soon two rapid-fire 6-pounders were installed by them upon her decks, and duly christened "Eli" and "Handsome Dan," to distinguish them from the other batteries.

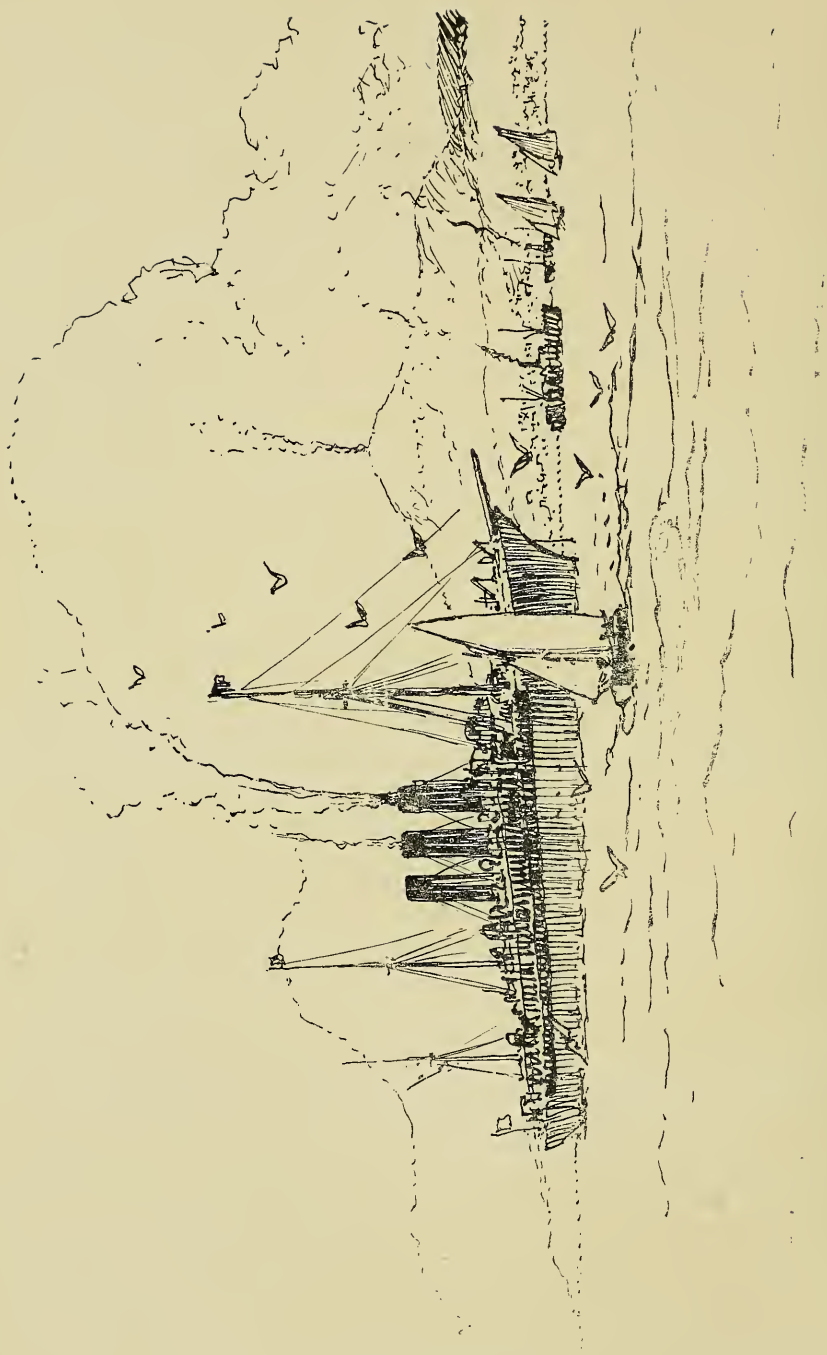
On the second day of May, at 2.15 p. m. the former *Paris* went into commission in New York Harbor as an auxiliary cruiser in the American Navy. Captain Wise, U.S.N. took command, while former Captain Watkins, duly commissioned Commander, U.S.N., remained on board as navigating officer, together with the other old officers and crew. From the government Navy Yard, near by, came a score of marines to man the guns. Having thus completed her armament and crew, the

Yale on the same evening steamed out of the Narrows under sealed orders to scout for the Spanish fleet that had left the Cape Verdes with the expressed purpose of harrying the American coast. As soon as Sandy Hook and the buoys marking submarine mines were cleared, Captain Wise read his orders, and at once set his course for Porto Rico, where Admiral Cervera was expected to coal.

While the *Yale* was cruising at a high rate of speed over the long expanse of ocean between New York and Porto Rico, her marines and crew were incessantly drilled in gun and rifle practice, firing at set ranges, or at floating flour barrels that served for targets. Early on the morning of the fourth day Porto Rico was reached, and by noon the *Yale* lay only four miles off San Juan lighthouse. There she remained until evening, keeping a close watch over the harbor entrance, and that night the crew slept by their guns. Next morning Captain Wise decided to make the entire circuit of the island, and the *Yale* accordingly steamed from one Porto Rican port to the other, skirting the shores so closely that nothing could possibly escape her.

To the coast dwellers of Porto Rico, this giant cruiser, coursing at full speed, appeared a wonderful thing indeed, and when passing at night, flashing her colored electric signals and playing her blinding searchlights along the shore, the superstitious natives crossed themselves and murmured with bated breath, "El Jumby, con tres chimeneas!" (Behold, a ghost ship, with three funnels!).

Having completed the circuit, the *Yale*, two days later, once more found herself off the harbor of San Juan. What followed is thus graphically told by Ensign Henderson: "Captain Wise and Commander Watkins were both upon the bridge, and as they neared the entrance to the harbor the former asked, 'What ship does the *Yale* resemble?' 'She might pass for the *City of Rome*,' replied Commander Watkins. Thereupon Captain Wise ordered the English colors run up and the *City of Rome* signals displayed, and steered close under the Morro where every corner of the harbor could be seen. Then, having made quite sure that Cervera's fleet was not within, Captain



U. S. S. YALE

Wise ordered the borrowed colors to be dipped in salute to the Spanish colors on the Morro, and as the ship passed under the guns which could have sunk her, the courteous and unsuspecting gentlemen in the fort dipped the standard of Arragon and Castile.

Scarcely was this pseudo-British merchantman out of range when the English flag was hauled down, the Stars and Stripes were hoisted in its stead, and the *Yale* started in pursuit of a Spanish steamer, which had come up from the eastward. At first the stranger tried to reach San Juan, then turned and headed for the harbor of St. Thomas. Meanwhile, on the *Yale*, the stokers who were off watch had volunteered to go down to the fires. The smoke poured from her giant funnels, and the twin screws drove her at top speed after the fleeing Spaniard. For an hour and a half the pursuit continued, and every minute the ocean greyhound drew closer to her prey. When close alongside "Handsome Dan," the starboard-bow gun, barked a hoarse note of warning to the Spaniard. A second shot across his bow did not stop him, nor a third, nor yet a fourth. Then Lieutenant Key sighted the gun himself and sent a shell right over the bridge where the captain was standing. Whether or not, as the Spaniard claimed, the shell really burst above his head and knocked him down, it certainly brought him to his senses. A moment later the steamer hove to and hoisted Spanish colors.

The prize crew sent to board her found her to be the *Rita*, bound from Liverpool via Corunna to San Juan, laden with coal and merchandise. In her cabin was a solitary passenger, a Spanish lady, on her way to join her husband in San Juan. She appeared to stand in great dread of the American officers and bluejackets who took charge of the captured steamer, until their courteous demeanor proved her fears to have been vain. Later, when the *Rita* was taken to Charleston, this lady was, of course, released, and the ship was sold for a prize, netting the Government \$150,000, half of which went to the officers and crew as prize money.

The next vessel that was overhauled by the *Yale* flew Danish

colors, and proved to be a despatch boat chartered by the American war correspondents.

After this interview in mid-ocean, the *Yale* cruised for some days between Porto Rico and Danish West Indies, her object being to intercept any vessels plying on this well-beaten track.

By May 10th, when she again appeared off San Juan, her true character as a commerce destroyer had evidently become manifest to the Spaniards. Scarcely had she been sighted off San Juan light when a Spanish man-of-war was seen to emerge from the harbor at top speed, heading straight for her, while the shore batteries opened fire vigorously, their shells, fortunately, falling some distance astern. Drawing well beyond the reach of the long range guns on the fort, however, the *Yale* made the Spanish cruiser beat a hasty retreat by setting signals as though signaling to an American fleet to the northward.

Thirty-six hours afterward, Admiral Sampson actually appeared with his fleet off San Juan and bombarded the place, as if to punish the Spaniards for their rash attempts upon one of our scouting cruisers, and on the same day the *Yale* ran into St. Thomas, and there encountered her sister ship, the *St. Louis*, waiting for orders from the Admiral.

After a brief exchange of courtesies, the *Yale* once more set out to scour the Caribbean Sea. This time she cruised westward, and the lookout had just reported a vessel ahead, which appeared like a sister ship of the *Rita*, when Admiral Sampson's despatch boat *Dauntless* bore down upon the *Yale* and signaled her to stop. From the men aboard the former filibuster, Captain Wise first learned of the bombardment of San Juan, news of which seemed, indeed, but scant compensation for the interrupted chase that had promised such a valuable prize.

That night, however, the *Yale* once more appeared off San Juan lighthouse, and, setting two white lights, drove past the harbor in full chase after a strange vessel that had answered her deceptive signals, only to douse her lights and disappear

into the gloom when she apprehended the fate that awaited her from the swift coursing American cruiser.

This vanishing apparition of a monster ship flashing her quick flaring lights through the darkness, so it has been learned, frightened the panic-stricken people of San Juan nearly out of their wits. There were shrill cries of "El Jumby!" from the terror-stricken women, while others shouted: "The Americans are coming." This was followed by a scene of indescribable disorder—frantic men, women and children rushing pell-mell through the streets as they called upon all the Spanish saints to save them from another American bombardment.

These scenes were enacted again and again during the next three weeks while the *Yale* was engaged in upholding her single-handed blockade of Porto Rico. Having been relieved by the *St. Louis*, the *Yale* was dispatched to Cape Haytien and in the picturesque harbor encountered the *St. Paul*. Here she waited for the cable dispatches which were transmitted to Captain Wise by the American Consul, who came aboard at midnight, while sentries paced the decks, to and fro, between the gun crews sleeping at their quarters, with the head masters keeping a sharp lookout from the crow's-nest, it being known that the port was swarming with Spaniards.

Having received orders to patrol the dangerous entrance to the harbor of Santiago, together with three other cruisers selected for the purpose, the *Yale* proceeded thence at once, arriving on May 22d. Here she was assigned to patrol a course next to that of the *St. Paul*, and from that day the four swift-moving cruisers rushed back and forth between pre-arranged points, like the stars swinging around their orbits and wig-wagged their observations as they came within sight of one another at ends of their elliptical course.

On May 28th, the day that the *St. Paul* signaled to the *Minneapolis* and the *Yale* that three Spanish cruisers were emerging from the mouth of the harbor, the American Flying Squadron appeared and Commodore Schley, after relieving the auxiliary cruisers of their patrol, detailed the *Yale* to lend a line to the slow-laboring collier *Merrimac*.

On the following day the *Yale* cast off to let the *Texas* and

the *Marblehead* coal from the *Merrimac*, while she was ordered to proceed with the *St. Paul* to Port Antonio, and thence westward along the north coast of Cuba to Key West and join Admiral Sampson.

On the way, while off Cape Maysi, she encountered the *New Orleans* steaming eastward and exchanged night signals, acquainting her with the whereabouts of the Spanish fleet and Commodore Schley's Squadron. Next day, Admiral Sampson's squadron hove in sight and Captain Wise immediately went on board of the Flagship and reported short fuel. Admiral Sampson promptly ordered the *Yale* home to coal and four days later she dropped her anchor in Hampton Roads with barely enough coal left in her bunkers to run one hour longer.

During the three weeks that the *Yale* remained at Fortress Monroe she underwent changes. Her sides were covered with a dull gray war paint to make her conform with other fighting ships in the American Navy, all but one of her life-boats were sent ashore and eight 5-inch rapid fire guns were added to her battery. The officers received their commissions and the crew, which now numbered 430 men all told, provided themselves with a small black goat which they named "Eli" after one of the guns given by the college.

On June 24th Brigadier-General Duffield came on board with 1,300 men of the 23rd and the 34th Michigan Volunteers, and the *Yale* started at once for Cuba. Within three days she hove alongside Admiral Sampson's flagship, the *New York*, lying off Aguadores together with the *Oregon*, *Iowa*, *Massachusetts*, *New Orleans*, *Vesuvius* and other American men-of-war, and was ordered to proceed at once to Siboney, there to follow the example of the other transports of disembarking troops. In course of the same day all the Michigan soldiers were landed.

While steaming up and down the coast to collect homeward bound mail from the many ships of the squadron and transport fleet, she was visited by the foreign military and naval attachés, who evidenced the liveliest interest in this great merchant converted into an auxiliary cruiser.

From Santiago the *Yale* ran down to the other port of the North Atlantic Squadron blockading Havana and performed

the same good offices for American ships there, touching finally at Key West.

In the beginning of July she was ordered to Charleston to transport more troops. This time it was the 6th Massachusetts Volunteers bound for Porto Rico, and then with them came General Miles, Commanding the United States Army, together with his staff hurrying to the front at Santiago. By July 12th the *Yale* was once more off Siboney and General Miles was landed with such dispatch that he was able to reach the front before the surrender of the Spanish forces beleaguering Santiago.

After the capitulations, General Miles returned to the *Yale*, which together with the other transports was awaiting him in Guantanamo Bay. The encampment of the marines established here by Captain McCalla, of the *Marblehead*, under a baptism of fire, had by this time grown to the proportions of a well-organized military camp, and from this point another army of invasion was preparing to pounce down upon the last Spanish possession in the western hemisphere.

The expedition to Porto Rico started on July 22nd, and the *Yale* acted as flagship.

The long drawn fleet of transports and convoying warships steamed slowly past the green shores of Hayti and Santo Domingo, to come to a final halt at the unexpected anchorage off Guanica, the spot selected by General Miles for his first debarkation and attack.

Soon afterwards, when the American flag was seen to rise over the nearest Spanish stronghold, there was a scene of unbounded enthusiasm among the troops and sailors gathered on the decks of the *Yale*, for they realized one and all that the conquest of Porto Rico had begun.

Upon her return north from Porto Rico, the *Yale* was held for a fortnight in New York Harbor, coaling and overhauling her batteries until she was ready to make her third and last run to the front with a regiment of marines dispatched to garrison Santiago de Cuba.

It was time for the marines to arrive, for most of the

U. S. S. H A R R I S B U R G

troops had been ordered home, and among these were the 3rd and 20th Infantry, who were assigned to the *Yale*.

When Long Island was reached and the homeward bound soldiers had been landed at Camp Wikoff, the *Yale* was ordered to New York to disarm.

On the last of August, her officers were mustered out of the naval service, or ordered to other ships, the crew paid off and the *Yale* went out of commission to resume her services in the American Line as the *Paris*.

Officers of the *U. S. S. Yale*..... 34

Complement.

Bluejackets381

Marines 50

Battery.

Eight 5-inch Rapid-firing guns.1,200 Rounds of Ammunition.

Four 3 pounders. 1,200 Rounds of Ammunition.

The restoration of the American Liners from the cruisers of war to merchant steamers occupied but little more time than did the change from liners to cruisers, and when their peaceful occupation was resumed, there was not a mark to tell of the hazardous cruises, aggregating for the *Paris* a distance of fifteen thousand miles.

Through the vigilance of her officers she escaped unscathed and her appearance was a matter of general surprise as, renovated, refurnished and dressed in the garb of peace and every whit as spick and span as when she made her maiden voyage she sailed out of New York Harbor to take up once more her mission as an agent of commerce, the *U. S. M. S. Paris*.

She was very successful in her schedule runs from New York to Southampton and Cherbourg, until one evening in 1900, during a thick fog, she ran on the rocks of Falmouth, England, and was hard and fast for a whole year. Eventually she was floated off with the aid of pontoons and towed to Belfast, Ireland. This was one of the largest salvage operations attempted up to that date. After being fitted out with new engines and boilers and generally remodeled she entered the mail

and passenger service once more, her name being changed to the *U. S. M. S. Philadelphia*. It was in this overhauling that her third smokestack was removed. Sailing once every three weeks from New York to Southampton, she made seventeen round voyages in one year, a record that is known all over the United States and abroad, and by that name she has constantly traversed the North Atlantic since 1900, until taken over by the United States Navy in the present war, where, owing to the fact that there was a ship in the Navy having that name, she was renamed the *U. S. S. Harrisburg*. However, as many times as she has been scaled from trunk to keel, even recently her Christian name, the *City of Paris*, is plainly to be seen on her bow and all of the chipping and hammering that have pounded her sides have not removed it. It is like saying, "You cannot change the leopard's spots."

In 1902 the *U. S. M. S. Philadelphia* began stopping in at the port of Plymouth, England, sailing from New York on a Saturday, arriving on the schedule time the following Saturday morning at Plymouth, going to Southampton in the afternoon of the same day, where a stop of a week was made for coaling and cargo, sailing on Saturday for New York, but stopping at Cherbourg, France, for passengers.

In February, 1902, our ship was equipped with the Marconi wireless system, three years before the wireless came into use for commercial purposes, and was therefore the first ship to be fitted with wireless communications. Mr. Marconi himself carried on his experiments aboard this vessel, making several voyages during this time. In February, 1902, the first long distance message sent out from any land station was received in mid-ocean by the *U. S. M. S. Philadelphia* and announced the fact that Cicero had won the English Derby. She remained in communication with the Marconi station at Land's End for a distance of 1,550 miles.

The ship made constant eventful voyages from that time until the outbreak of the great war, August, 1914.

She arrived at Southampton the day before the war was declared between Germany and France, having aboard American representatives bound to the peace conference to be held at Berne, Switzerland.



CHAPTER IV

ACTIVITIES FROM AUGUST, 1914, TO APRIL, 1917

When war was declared between Germany and France, the *Philadelphia* was in Southampton, and on the following day arrived at Cherbourg. War was declared between England and Germany, on Monday, the ship sailed for the States on the Wednesday after the war started, loaded to her capacity with homeward bound Americans. She was the first relief ship to sail from Europe for the States at the beginning of European hostilities.

There were practically a million Americans stranded in Europe at that time and so quickly did the German hordes sweep down, and so quickly did Europe go on a war footing, that there was almost a panic among those visiting Europe. The ship was filled to overflowing—millionaires and bankers of prominence slept in steerage quarters and on the decks, in order to secure passage to their native land. Nor was there any complaint among the crowd as they were all too glad to be on an American vessel going west. This was her last voyage to Southampton, for after this time she ran to Liverpool, going around the north coast of Ireland. She observed the rules and regulations of a neutral ship, and during this period had no conflict with the combatant parties. She had the American flag painted very conspicuously on her sides, amidships.

On her voyage of December 30, 1916, New York to Liverpool, she had on her long passenger list, Countess Dumas, and the American Ambassador to Spain, the Honorable Joseph E. Willard and wife. The ship left Liverpool on her return, January 12, 1917, leaving New York again January 27th, 1917, going into Liverpool after February 1st, when the Huns made their war zone declaration. In further defiance, she

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left Liverpool, February 14th without guns or convoy and ran at full speed through the war zone in utter darkness. Upon her arrival in New York the burning question was up, "would the United States allow the Imperial German Government to dictate, how and where our ships should go." The American Line refused to let its ships sail without an armed guard.

In March, 1917, we sailed with two six-inch guns forward and two six-inch guns aft, manned by naval armed guards under Chief Boatswain Schryder, and returned to New York safely without encountering the German ships. Target practice was held during the voyage and the six-inch guns of the Spanish-American War type proved inadequate and were taken off when she arrived in port, and replaced with four-inch guns, two forward and two aft.

In the interval, between the declaration of war in Europe, August 2nd, 1914, and April 6, 1917, two years and nine months, she made forty-three round voyages from New York to Liverpool, without convoy, having no accident of any kind.



ONE OF THE FORWARD 4-INCH GUNS

CHAPTER V

ACTIVITIES FROM APRIL, 1917, TO MAY, 1918


When war was declared between the United States and Germany, April 6, 1917, the ship was at Pier 62, North River, New York, ready to sail. She changed her merchant marine color for a solid coat of war-gray and after being held up by the port authorities for a day, she sailed April 16th for Liverpool with the following officers:

<i>Captain</i>	H. CANDY
<i>Chief Officer</i>	C. R. NEWMAN
<i>First Officer</i>	A. R. RICCA
<i>Second Officer</i>	W. E. MUTZELL
<i>Third Officer</i>	W. F. TOOMEY
<i>Fourth Officer</i>	C. F. SMITH
<i>Fifth Officer</i>	H. E. MAYFIELD
<i>Purser</i>	J. A. LOCK
<i>Surgeon</i>	H. INGLIS
<i>Boatswain</i>	ERNEST SARGENT
<i>Carpenter</i>	J. J. PERFETTI
<i>Chief Steward</i>	J. NELSON
<i>Chief Engineer</i>	WILLIAM JOYCE
<i>Senior Engineer</i>	ERNEST PRINCE
<i>Executive First Asst. Engineer</i>	JOHN HYND
<i>Junior First Asst. Engineer</i>	JOHN TURNER
<i>Senior Second Asst. Engineer</i> ...	ALEXANDER ALLEN
<i>Junior Engineers:</i>	JOHN CARDOW, GEORGE TURN- STROM, WILLIAM G. WALLS, WALTER McBRIDE, HARRY A. QUAIL, JOHN GUNNING.
<i>Chief Electrician</i>	WILLIAM C. SQUIBB
<i>Machinist</i>	CHARLES DIVETT

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UNITED STATES NAVAL GUARD

F. L. Riefkohl, Lieut., J. G., U. S. N., Commanding

<i>Forward</i>		<i>Aft</i>
W. J. Freeman.....In Charge		R. W. Brooks.....In Charge
G. N. Maynard.....Assistant		J. G. Ridenour.....Assistant

<i>No. 1 Gun</i>	<i>No. 3 Gun</i>
Gun Captain.....I. K. Lederman	Gun Captain.....C. M. Hoyle
Pointer.....J. F. Guess	Pointer.....W. J. Wingate
Trainer.....E. G. Gorman	Trainer.....C. A. Griesbaum
Sight-setter.....H. A. McPhee	Sight-setter.....E. V. L'Hernault
Loader.....A. T. Disher	Loader.....J. C. Wolski

<i>No. 2 Gun</i>	<i>No. 4 Gun</i>
Gun Captain.....J. M. Welch	Gun Captain.....A. B. Jakobsen
Pointer.....R. I. Smith	Pointer.....L. A. Neely
Trainer.....J. D. Duniho	Trainer.....W. H. Hunt
Sight-setter.....G. T. Trawick	Sight-setter.....D. R. Hartman
Loader.....J. C. Williams	Loader.....M. R. Beauchamp

Machine Gun, J. Schneider

Supernumerary, T. H. Rickard

On this trip she had only 54 passengers and in addition a large amount of coal and cargo. In contrast with her first voyage from Europe, in August, 1914, it is evident there was no rush for passage across the Atlantic, as the *Philadelphia* sailed from Liverpool for New York, in 1917, with only 154 passengers, the most prominent being Rt. Rev. C. H. Brent, Bishop of the Philippines.

Her next voyage in May was without special interest. She landed her cargo safely on the other side and on her return brought over to the States a number of American and British Naval officers, for consultation at Washington.

On her third voyage she left New York, June 19, 1917, with only thirteen passengers, but with an important cargo, and upon her arrival in Liverpool, His Majesty, George V., of England, paid her a visit, coming aboard especially to inspect our armed merchantman and gun crews, who had so bravely defied all menaces of the submarine and to see the ship that

was keeping up her schedule in defiance of so many obstacles and sailing without convoy.

The ship was in Liverpool, July 4, 1917, sharing in the great celebration which England held upon that occasion, commemorative of the anniversary of American independence.

Sailing from New York on her fourth voyage, July 26, 1917, she left with 434 passengers, including large numbers of United States military officers and, needless to state, a vessel like this, running continuously across the Atlantic, carried a large number of the first 5,000 American soldiers taken "Over There." With this voyage began her career of getting our soldiers to France. Among them were the following Generals of the United States Army: F. H. French, Peyton C. March, S. P. Sturgis and A. Alboid. In returning, Liverpool to New York, she brought His Grace, the Lord Archbishop of York.

On May 20th, while coming out of the Mersey River at Liverpool, an accident occurred when the *S. S. Alsatian* ran into the *Philadelphia*, damaging her clipper-bow and forcing her to go into dry dock for 48 hours, after which she sailed for the States. It took five weeks to repair the damages done to the *Alsatian*.

The first notice from the enemy was on June 26, 1917, near the Torilo Islands, off the north coast of Ireland, and bound for Liverpool, when a torpedo was fired at her, which, however, fortunately missed her by a few yards astern, the enemy submarine misjudging the speed and the zigzag course foiling her in getting an accurate calculation of the course of the liner. This was in broad daylight and although no submarine could be seen, the guns were trained and fired in the direction from which the torpedo had been fired. Thereafter, when she was coming out of Liverpool, the U-boats would show great activity, and she was frequently warned by the British naval craft, at one time putting into Queenstown for a brief lay-over and again into Lough Swilly and Belfast.

In October, 1917, she received her first coat of camouflage, consisting of green and pink squares, one of the systems then in vogue and much used, to make a ship blend into the hazy

U. S. S. H A R R I S B U R G

atmosphere at sea. She retained this coat of camouflage for the remainder of her cruise as the *U. S. M. S. Philadelphia*.

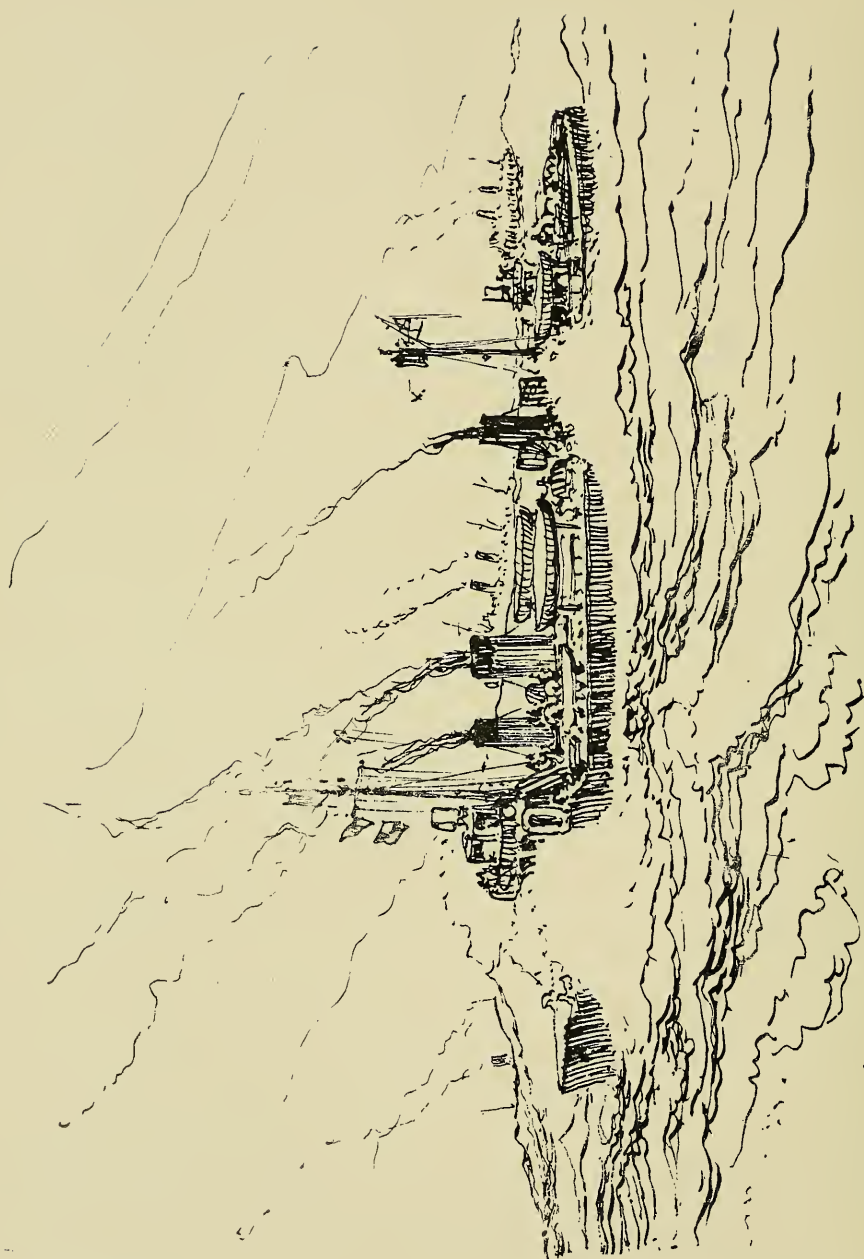
The next trip of interest was April 16th, 1918, her first voyage in a convoy.

As the vessel left Ambrose Channel she joined five other vessels for convoy, the following day two new ships joined the convoy and on the next day the *U. S. S. Seattle* with five other ships joined in, making a total of fourteen vessels counting the escort cruiser. All went well until off the Irish coast, a submarine attacked one of the rear vessels in the formation and the English destroyers, which had just joined the convoy, started after the submarine which immediately submerged. However, four depth bombs were dropped with unknown results. This was on April 26th, and on the following afternoon a submarine attacked a small British trawler in the vicinity of the convoy and one of the English destroyers saved her from being sunk. The vessel dropped anchor in the Mersey River at 10.30 A. M., April 28th, taking twelve days to make the trip, being held back by a slow speed convoy.

On her return, she left Liverpool, May 7, 1918, with a very slow convoy, the escort of British destroyers leaving after two days out, when the *Philadelphia* left the convoy astern and speeded for New York, arriving there May 16th.

This was her last trip before the Navy took her over, having made eleven voyages to Liverpool since April, 1917. Immediately upon her arrival in New York, and after discharging her passengers and cargo, she proceeded to the Navy Yard, Brooklyn, to be overhauled and her troop-carrying capacity enlarged.

PART II



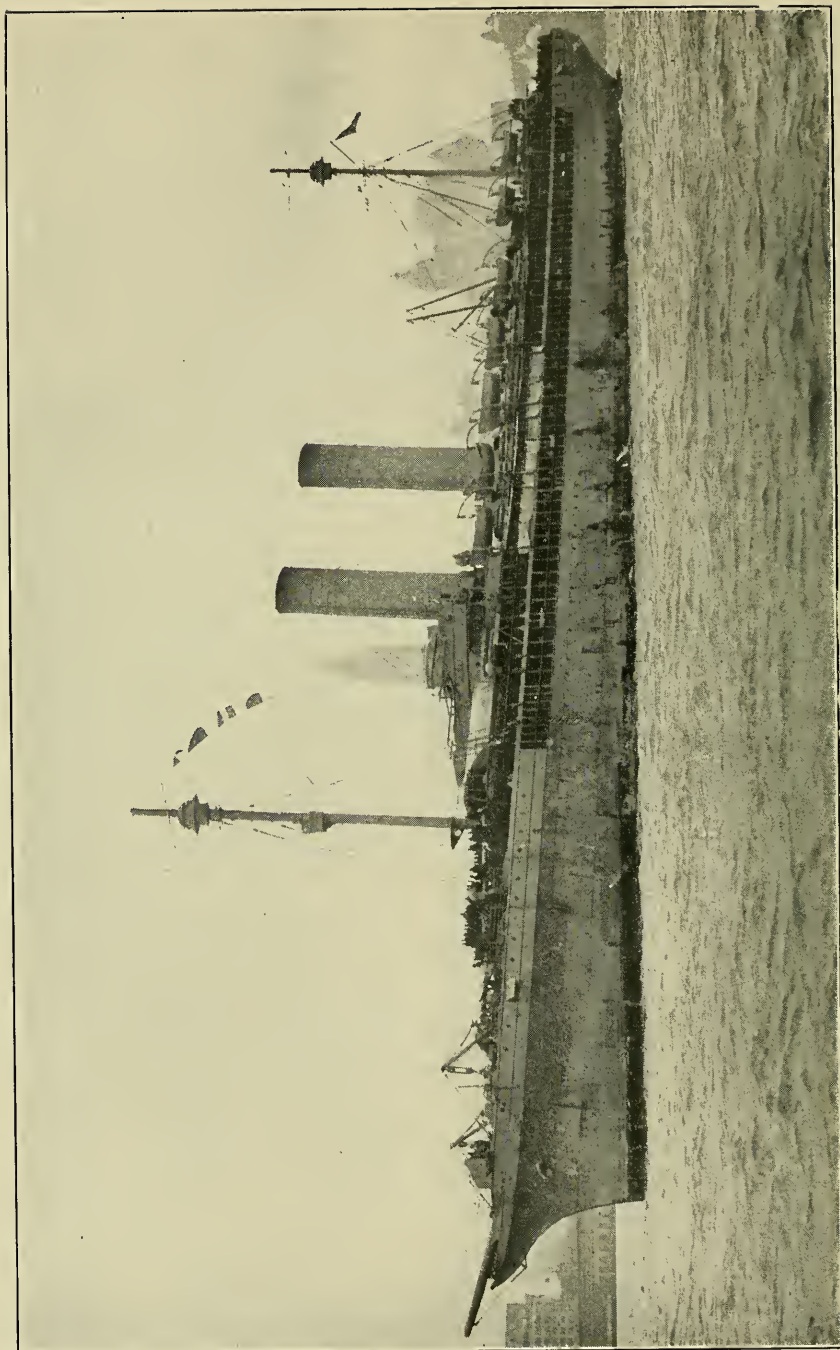
W.T. L.A.

U. S. S. H A R R I S B U R G

ITINERARY OF VOYAGES OF THE U. S. S. HARRISBURG

Placed in Commission May 29, 1918

Voyage No. 1—	Left New York.....	June 16, 1918
	Arrived Liverpool.....	July 1, 1918
	Left Liverpool.....	July 10, 1918
	Arrived New York.....	July 18, 1918
Voyage No. 2—	Left New York.....	July 21, 1918
	Arrived Liverpool.....	August 3, 1918
	Left Liverpool.....	August 12, 1918
	Arrived New York.....	August 20, 1918
Voyage No. 3—	Left New York.....	August 30, 1918
	Arrived Brest.....	September 12, 1918
	Left Brest.....	September 23, 1918
	Arrived New York.....	October 2, 1918
Voyage No. 4—	Left New York.....	October 11, 1918
	Arrived Brest.....	October 21, 1918
	Left Brest.....	November 6, 1918
	Arrived New York.....	November 14, 1918
Voyage No. 5—	Left New York.....	January 18, 1919
	Arrived Liverpool.....	January 27, 1919
	Left Liverpool.....	January 31, 1919
	Arrived Brest....	February 2, 1919
	Left Brest.....	February 5, 1919
	Arrived New York.....	February 15, 1919
Voyage No. 6—	Left New York.....	February 22, 1919
	Arrived Liverpool.....	March 4, 1919
	Left Liverpool.....	March 7, 1919
	Arrived Brest.....	March 9, 1919
	Left Brest.....	March 10, 1919
	Arrived New York.....	March 19, 1919
Voyage No. 7—	Left New York.....	March 26, 1919
	Arrived Liverpool.....	April 5, 1919
	Left Liverpool.....	April 10, 1919
	Arrived Brest.....	April 11, 1919
	Left Brest.....	April 12, 1919
	Arrived New York.....	April 21, 1919
Voyage No. 8—	Left New York.....	April 28, 1919
	Arrived Liverpool.....	May 7, 1919
	Left Liverpool.....	May 13, 1919
	Arrived Brest.....	May 14, 1919
	Left Brest.....	May 15, 1919
	Arrived New York.....	May 23, 1919



U. S. S. HARRISBURG

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Voyage No. 9—	Left New York.....	May 28, 1919
	Arrived Liverpool.....	June 6, 1919
	Left Liverpool.....	June 17, 1919
	Arrived Brest.....	June 18, 1919
	Left Brest.....	June 18, 1919
	Arrived New York.....	June 26, 1919
Voyage No. 10—	Left New York.....	June 28, 1919
	Arrived Norfolk.....	June 29, 1919
	Left Norfolk.....	July 14, 1919
	Arrived Liverpool.....	July 23, 1919
	Left Liverpool.....	August 4, 1919
	Arrived Brest.....	August 5, 1919
	Left Brest.....	August 20, 1919
	Arrived New York.....	August 28, 1919

Placed out of Commission September 25, 1919

JUST A VOLUNTEER

Why didn't I wait to be drafted,
And be led to the train by a band;
Or put in my claim for exemption—
Oh! Why did I hold up my hand?
Why didn't I wait for a banquet,
Why didn't I wait for a cheer?
The drafted men got all the credit . . .
I was only a volunteer.

Nobody gave me a banquet,
Nobody gave a kind word;
The puff of the engine, the grind of the wheels,
Were the only farewells that I heard.
Then off to the camp I was hustled,
To be trained for the next half year;
And be in the shuffle forgotten . . .
I was only a volunteer.

But perhaps, some day in the future,
When my child sits on my knee,
And asks what I did in the conflict,
And his little eyes look up at me,
I will gladly look into the face
That at me so trustingly peers,
And tell him that I wasn't drafted . . .
I was one of the volunteers.

CHAPTER I

ENTRY INTO WAR SERVICE

On May 29, 1918, this famous liner was placed in commission in the United States Navy as the *U. S. S. Harrisburg*, in the Navy Yard at New York. It was necessary to change her name again because there was already a vessel on the Naval Register of her former name *Philadelphia*. Practically all of the merchant officers went into active service in the United States Naval Reserve Force, being assigned to various duties. The officers and men who joined to serve on board and who remained on board this vessel until the cessation of hostilities are:

Commander Henry A. Candy, U.S.N.R.F.
Lieutenant-Commander William Joyce, U.S.N.R.F.
Lieutenant Charles F. Smith, U.S.N.R.F.
Lieutenant (j.g.) William F. Toomey, U.S.N.R.F.
Lieutenant John Hynd, U.S.N.R.F.
Lieutenant John Turner, U.S.N.R.F.
Lieutenant (j.g.) Alexander Allen, U.S.N.R.F.
Lieutenant (j.g.) William G. Walls, U.S.N.R.F.
Ensign Harry E. Mayfield, U.S.N.R.F.
Ensign Harry A. Quail, U.S.N.R.F.
Ensign William C. Squibb, U.S.N.R.F.
Chief Pay Clerk John A. Lock, U.S.N.R.F.
Carpenter Joseph J. Perfetti, U.S.N.R.F.
Boatswain Ernest Sargent, U.S.N.R.F.
Machinist Charles Divett, U.S.N.R.F.
Chief Boatswain's Mate William Barker, U.S.N.R.F.
Steward Frank Donnelly, U.S.N.R.F.
Quartermaster 1st Class Rudolph Rubelli, U.S.N.R.F.

When this ship was taken over the Navy was in its vast expansion and no time or thought was given to aught else but to the stern prosecution of the war. Therefore, but little ceremony took place to mark the occasion of the commissioning of the *Harrisburg*. At 10.00 A. M., May 29, 1918, the ship

U. S. S. H A R R I S B U R G

was officially turned over to the Commanding Officer, Commander Wallace Bertholf, U.S.N., by the representative of the Commandant of the Brooklyn Navy Yard, to whom the vessel had been turned over by the American Line of the International Mercantile Marine Company. Colors and the commission pennant were hoisted, Commander Bertholf read his orders from the Navy Department to command, and the ship was officially commissioned.

The date of going into commission the following officers, in addition to those already mentioned above, were attached to the ship:

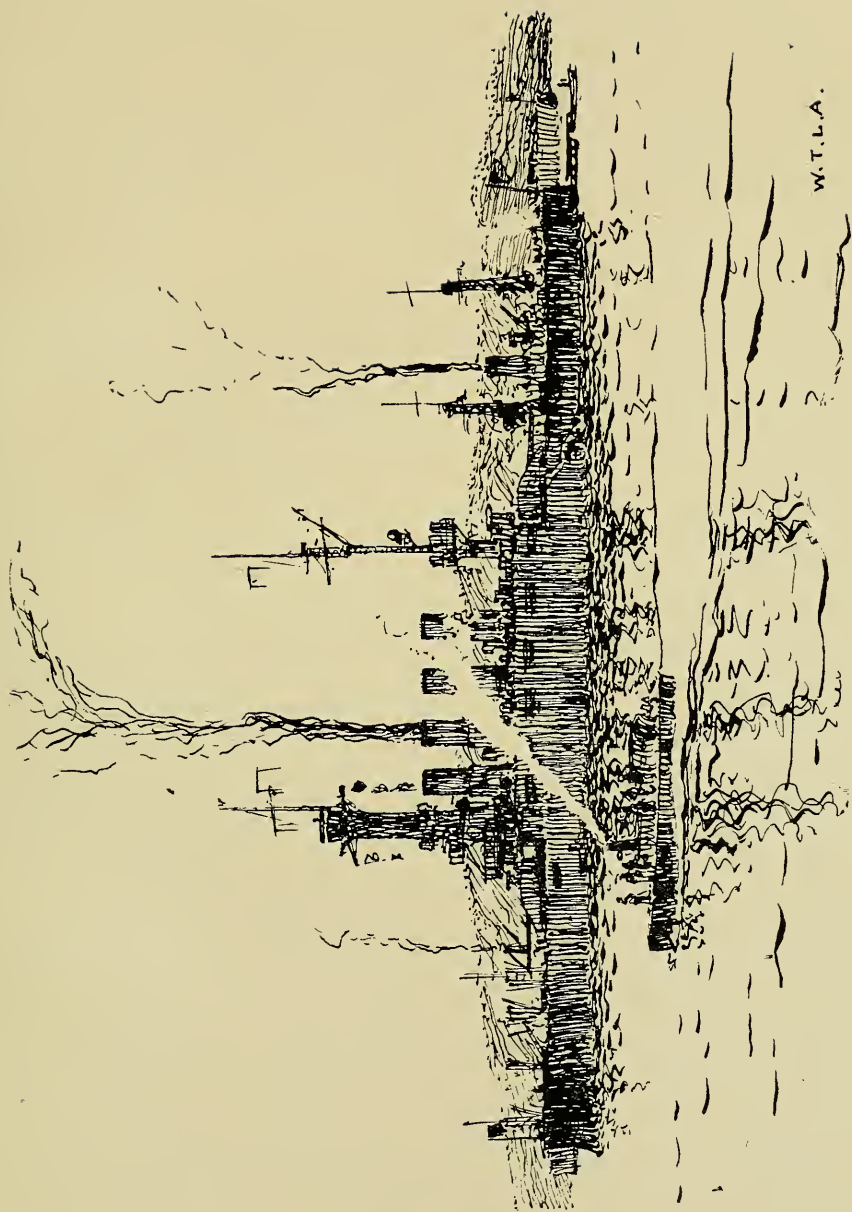
Wallace Bertholf, Commander, U.S.N.
Benjamin K. Johnson, Lieutenant-Commander, U.S.N.
Wilbur V. Shown, Lieutenant, U.S.N.
Valdemar Arntz, Lieutenant, U.S.N.R.F.
Ray V. Tillett, Lieutenant, U.S.N.R.F.
Ernest L. Posey, Lieutenant, U.S.N.R.F.
Edwin M. Post, Lieutenant, U.S.N.R.F.
Chester E. Morris, Lieutenant, U.S.N.R.F.
Charles Keeman, Ensign, U.S.N.R.F.
Truxtun H. Parsons, Ensign, U.S.N.R.F.
Francis L. Sperry, Ensign, U.S.N.R.F.
Patrick J. Guiney, Ensign, U.S.N.R.F.
Carl H. Carlson, Ensign, U.S.N.R.F.
Stuart G. Garrett, Ensign, U.S.N.R.F.
Walter J. Flower, Ensign, U.S.N.R.F.
Howbert Van Dyne, Ensign, U.S.N.R.F.
Herbert A. Lichtenstein, Ensign, U.S.N.R.F.
Charles E. Ryder, Medical Inspector, U.S.N.
John G. Powell, Assistant Surgeon, U.S.N.
Alvin A. Sibila, Assistant Surgeon, U.S.N.
Philip S. McGann, Assistant Surgeon, U.S.N.
Phillips Bradley, Assistant Paymaster, U.S.N.
Beach M. Cheneweth, Assistant Paymaster, U.S.N.R.F.
Harold V. Farnsworth, Assistant Paymaster, U.S.N.R.F.
Oscar Eng, Boatswain (T), U.S.N.
Warren Graeff, Ensign, U.S.N.
Eskil W. Sohlman, Gunner (T), U.S.N.
Charles A. Marlin, Gunner (T), U.S.N.
Lawrence B. Leonard, Pay Clerk, U.S.N.R.F.
John J. Lane, Pay Clerk, U.S.N.R.F.
James G. Anderson, Pay Clerk, U.S.N.R.F.
James A. Kirkpatrick, Pharmacist, U.S.N.
Halabie S. White, Carpenter, U.S.N.

U. S. S. H A R R I S B U R G

There were 278 men attached to the ship on the date of commissioning and work was going on incessantly to convert her into a troop carrying transport, and Navy Yard workmen began their work which seemed to be "tearing the ship to pieces." This work was kept up day and night, Sundays and holidays, and soon the ship seemed to be an utter wreck, and then the work of conversion began.

On June 8th, she left the Navy Yard pier "C" and entered the dry dock. Water was left in the basin in order to conduct an inclining experiment. All hands left the ship during the experiment and heavy weights to pull the vessel over to an angle sufficient to test her stability were applied to each side. The Hull Board examined the bottom and every test was made to be assured of her stability to safely transport troops. It is quite a different proposition in carrying troops to that of cargo, but the stability and seaworthiness of the *Harrisburg* was best proved by her thirty years' travel. She remained in dry dock until June 17th, when she was towed out a thoroughly rebuilt transport. No accident marred her conversion. She already had guns when she put in at the Navy Yard, but received a new style of camouflage. She left the Navy Yard under her own steam and went to her old pier, No. 62, Hudson River, where preparations were made for coaling and to embark troops. A new draft of men for the ship's complement were received and they were busy loading stores and preparing for sea. They not only worked all day but far into the night. By midnight, June 19th, only two days after reaching her pier, all coaling, water and stores were on board and the workmen left the ship and reconstruction work was announced complete. Over 5,000 bags of mail were aboard for the British Isles, 200 Naval recruits for transportation overseas, and 2,200 troops taken on from 8.15 P. M. to midnight, complete with their equipment. The *Harrisburg* was thus converted in a remarkably short time and ready for sea, her second cruise in the Navy.

As the troops came aboard they were given instruction cards and safety regulations, some of which are reproduced here:



W.T.L.A.

U. S. S. H A R R I S B U R G

GENERAL AND SPECIAL SHIP ORDERS AND INSTRUCTIONS

DECKS

The decks of this ship are numbered as follows:

The highest deck on which one may walk from the bow to the stern is the First Deck. The decks are numbered 2, 3, 4, below this first deck and lettered "A" above this first deck.

GENERAL

Upon embarking, all flashlights and matches will be collected by the Army Officers and will be kept under lock and key until arrival at point of disembarkation, when they will be returned.

No flashlights are to be kept, as they are the greatest menace to your safety; signals can be sent to the enemy by flashlights.

No matches are to be used. A match being struck can be seen from two to three miles at night. Smoking lamps will be provided in the spaces where smoking is permitted.

There will be no smoking during the daytime, except on the open decks.

After sundown, smoking will be prohibited on the open decks. Troops may smoke from sundown until 8:45 P. M. in the troop mess hall and in no other place. Troops must keep out of the crew's quarters at all times, except where the arrangement is such that the troops must pass through crew's quarters to get to their own. Where this is necessary, troops will not loiter in crew's quarters.

No smoking will be permitted in sleeping quarters at any time.

No port hole is to be opened at any time for any reason. When conditions permit, certain port holes will be opened by a regular ship's detail and by no one else.

Nothing is to be thrown overboard for the reason that the enemy submarine will see it after the ship has passed and will be in a position to wireless ahead to another waiting submarine, which can result in disaster to the ship. Put trash, paper, etc., in the cans and boxes scattered throughout the ship provided for this purpose.

Garbage, trash and articles that float will be dumped over the side from regular garbage boxes at a specified time each day and at no other time.

Spitting on the decks breeds and spreads disease and is prohibited. Chewing tobacco is forbidden.

Passageways must be kept clear at all times. Do not loiter or sit in passageways. Keep moving through passageways at all times.

Accoutrements must be placed on or under the bunks, or out of the way, so that men can leave and pass through these bunk spaces quickly in cases of emergency.

No intoxicating liquor or beverages are permitted on board ship.

U. S. S. H A R R I S B U R G

Troops are not allowed in any part of the Engineer's Department for any reason whatsoever.

Troops are positively forbidden to tamper with electric light switches and boxes.

Whistling is not permitted on board Naval vessels, boatswain's mates carry small silver pipes with which to call attention before passing orders. They are appointed to do this, and are paid for it. Do not interfere with their job by your own whistling.

After taps at night utmost silence must be maintained about the ship.

In case of alarm of any kind, the important duty of each man is to maintain silence and be calm.

CARE OF LIVING SPACES

No washing of clothes will be permitted in troop spaces.

Food will not be carried in living spaces.

Cans and boxes will be provided in each living space and about decks, into which all refuse shall be placed. The police detail will see that these cans are emptied into the large garbage receptacles on the open decks as soon as they are filled. By keeping the living spaces clean the number of sick on board will be kept at a minimum, and each troop can assist the police detail materially by being careful not to scatter refuse about the living quarters.

Any man vomiting on board will be required to clean it up. Troops are warned that there are cans provided for those that become seasick, and who cannot keep from vomiting.

No nuisance will be permitted in living spaces or in the waterways, or about the decks of the ship.

The mail of troops will be handed into the Adjutant's desk, where it will be censored by Army Officers.

Troops will not be permitted to communicate with the shore at any time until they have actually disembarked.

When troopers are not on duty but are walking about the decks, both day and night, they must report to the nearest lookout they see whenever they sight anything in the water, whether it is a box or a piece of wood. Periscopes have been found alongside of an apparently innocent-looking barrel or box, therefore it is necessary that each individual keep a lookout on the water for anything that floats.

WASH ROOMS, SHOWERS AND LATRINES

The supply of fresh water is very limited. Fresh water must not be wasted, and troops will be careful not to waste any water at the drinking fountains.

No smoking or loafing will be permitted in wash rooms or toilets.

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The showers are salt water and it is necessary that salt water soap be used. This salt water soap may be purchased in the Ship's Store or obtained from the Welfare Workers aboard. Troops are informed that salt water showers are very healthy and beneficial, and they should take as many salt water showers as possible.

Do not throw tobacco bags or tobacco tins, or refuse of any kind, in the urinals and latrines, as this will block them up, the result being that those troops living near the urinals and latrines will be in an unhealthy atmosphere and some of them may be taken sick. Efficient urinals and latrines are difficult to maintain without the proper co-operation of each individual man.

ADDITIONAL IN FORCE AT SEA

Keep alert for submarines.

Do not take off any clothing.

Keep warmly clad.

Keep your life-jacket and filled canteen on day and night.

No hammocks for ship's company.

Ship's company camp out nearest to stations as ordered.

No lights after sunset.

No smoking on open decks after sunset.

Throw nothing overboard.

Know your stations at drills.

Do not spit on the deck.

WARNING!

Failure to comply—court-martial offense

ROUTINE

The following routine for troops will continue throughout the voyage:

8:00 Reveille.

8:15 Assembly (for mess).

8:30 Compartment cleaning.

8:30 Mess.

11:00 Inspection of troop spaces.

1:00 Drills.

3:15 Assembly (for mess).

3:30 Mess.

4:30 Compartment cleaning.

5:30 Inspection of troop spaces.

Sunset Retreat.

MESSING OF TROOPS

Troops will be messed twice daily, at 8:30 A. M. and at 3:30 P. M. Meals will be served as usual on the cafeteria plan, troops passing

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through mess hall continuously during mess hours. Troops will be routed in the following manner:

Assembly will be sounded on the bugle and all troops will go to their parade or deck stations. As soon as the compartments are cleared, compartment cleaners will proceed to clean the allotted space while troops are on deck, and compartment cleaners will be served upon completion of this work. As soon as all troops have assembled at their stations single columns will form on the starboard and port side of First Deck. This will form double columns on both sides leading down the circular stairway through Second Deck to mess hall. There will be a continuous flow of men through main mess hall going out two forward doors, down circular stairways and out on deck. Troops will use their own mess gear and will wash mess gear in the troughs provided at the forward end of main mess hall.

Troops will mess in the main mess hall on the Second Deck in compartment "E."

Food will be issued on the cafeteria system, *i.e.*, the food will be given each man as he passes a food serving table, the man going to a table as directed by ushers; and when he has finished eating he will take his mess outfits to the wash trough, scrape the uneaten food from his mess outfit into a garbage can provided, wash his mess outfit in the wash trough, then go forward and up to the First Deck.

In order that meals may be served hot and served promptly and quickly, troops will not loiter at any time from the time they start into the mess hall until they are up on deck again, except when they are actually eating their food.

No food will be taken from the mess hall.

EMERGENCY DRILLS

Troops are not required to take part in fire, collision or torpedo defense drills. When the fire alarm (rapid ringing of ship's bell), collision alarm (sounding of ship's siren), or torpedo defense drill (ringing of general alarm gongs) are sounded, troops will go to their designated stations quickly and quietly; if during time in bunks, go to bunk and await orders. If necessary, troops will be called upon to assist the ship's crew in an emergency.

ABANDONING SHIP

The Navy crew and troops are proportionally assigned boats and life rafts. As there are not sufficient boats for all hands, a certain number of blue-jackets and troops are assigned to life rafts.

Boats are numbered from forward, aft, even numbers on the port side, and odd numbers on the starboard side. There are fourteen boats on board, numbered 1 to 14 inclusive; beginning with No. 1 forward on starboard side.

At abandon ship, troops fall in abreast their boat on No. 2 Deck, starboard or port side, as the case may be. The location of each boat is shown by number painted on the bulkhead. Those assigned to rafts will fall in on No. 1 Deck, starboard and port side. Each group of rafts is numbered on the bulkhead.

There is a Naval Officer and crew assigned to each boat for the purpose of lowering the boat and handling it after being launched. Troops will not assist or interfere in any way with the handling of the boats unless called upon.

In case of an actual emergency, the boats will be lowered into the water, and troops will go over the side on Jacob Ladders and knotted ropes, which are provided for that purpose, and will either get into the boat alongside the ship, or, in case of rough weather, will swim for the boat, which will necessarily lay off the ship a few yards.

The after boats are lowered first. Boats are lowered upon signal from the bridge, a mechanical horn being used. In some instances there are two boats on each set of davits, in which case the lowest number, or outboard boat, will be lowered first.

At drill, and in case of emergency, it is absolutely necessary that all hands go to their stations quickly and quietly. Do not walk or loiter, but go on the double. It is necessary that as little noise as possible be made to facilitate the passing of orders in connection with the handling of boats, etc. In case of accident at sea there will be plenty of time for all hands to get off the ship by keeping cool and going quickly to their stations.

Upon sounding of abandon ship call on the bugle, and passing of the word by the Boatswain's Mate, troops will go to their assigned station and fall in, keeping well inboard to leave a passageway.

While at abandon ship drill no smoking will be allowed.

Officers in charge of boats will see that all men are carefully instructed as to their duties at abandon ship and know the route even in the dark from the bunk to the boat, and at each drill a muster will be held and all men accounted for.

LIFE RAFTS

Life rafts are placed at convenient places on the upper decks. These rafts have a capacity of fifteen to sixty men each, and are stowed in groups of sufficient rafts for all men assigned them. These rafts are designated by groups beginning with No. 1 group, starboard side of No. 1 Deck. Odd numbered groups on the starboard side and even numbered groups on the port side. In an emergency or at drill, men assigned to life rafts will go to their raft quickly and quietly and fall in in two ranks so as not to obstruct traffic. In the event of abandon ship, life rafts will not be launched until boats are clear

of the ship, and in launching them great care will be exercised to see that they do not strike boats or men in the water.

In case the ship is to be abandoned at sea, life rafts are lowered over the side and the men assigned will go over the side on the Jacob Ladders or knotted ropes provided and man the rafts. Under no circumstances will rafts be launched until ordered by competent authority.

At sea men are required to have their life preservers with them, or handy, at all times, and while in the danger zone are required to wear them continually, except when sleeping, when they will be cautioned to keep life preserver nearby, ready for instant use. Troops will be cautioned to keep life preservers as clean as possible, and not to mutilate them, as they will have to be used by troops on the next trip. Upon leaving the ship, life preservers will be left in the bunks.

HOSPITAL

The hospital is located aft on No. 2 Deck amidship and location for holding sick call is at the same place.

SHIP'S ORGANIZATION

The ship's company was divided up into nine divisions as follows:
First, Second, Third and Fourth Divisions—Deck.

Fifth Division—Engineers.

Sixth Division—Supply.

Seventh Division—Medical.

Eighth Division—Navigation.

Ninth Division—Construction and Repair.

In time of peace, one or two men are all that are required to man a lookout station. They generally stay in the crow's-nest on the foremast, unless in a fog when the lookouts are doubled and put in the eyes of the vessel. Looking for the periscope of a submarine is something very different from peace time operations; besides, the periscope is very small, extending only a few inches, perhaps, above the water and no larger than your arm.

In this war, owing to the low visibility of a submarine's periscope, every man available was used as a lookout. Ninety per cent of battle with a submarine goes to seeing the submarine, and then, by manœuvres, her tactics can be foiled.

Forward on the foremast was a lookout station known as the foretop. In the war zone this lookout station was manned by one officer and two men.

Directly over the bridge was the main lookout station known as the Control. It was a circle of lookouts, divided into eight

sectors of 45 degrees each, and with a man on each sector a vigilant watch was kept for the enemy. Each man would keep his glasses continuously glued on his own sector and thus the complete circle of the water all around the ship was always scanned. In addition to the eight lookouts there was a Control Officer, Assistant Control Officer, a man on the telephones to the guns, a man on the voice tubes to all the other lookout stations, another man on the telephones to the other lookout stations, and a messenger. On the stern of the vessel was the After Control Station, manned by one officer and two men. In addition to all these there were four lookout stations on each side of No. 1 Deck, each with a sector of 45 degrees to scan, on the mainmast a lookout station similar to that on the foremast. All of these stations had intercommunications by both voice tubes and telephones to the Control over the bridge.

Before we begin our voyages, it is important to understand the vigilance exercised while in port to safeguard the ship against enemy agents. Some of the precautions taken were:

1. While lying at a dock all officers and men are enjoined to keep the most alert lookout, whether on actual duty or not, for any suspicious persons or happenings aboard the ship or in its vicinity.

2. Armed sentries will be posted at each gangway on the deck, one forward and one aft on the ship.

3. After dark no man will be permitted on the dock, or in the vicinity of the ship, who is not recognized as a member of the crew, or who has not a proper pass or other means of identification. Every person coming on board this ship will be required to pass over the forward gangway, and he will be held at the foot of the gangway until the sentry assures himself that the Officer-of-the-Deck is at the head of the gangway, ready to receive him and identify him. The after gangway is for the ship's working parties, ship's stores, garbage, etc.

4. The fact that a man is wearing the uniform of an Army or Naval Officer will not be considered as evidence that he is such, and unless the Officer-of-the-Deck identifies him, and finds out his business, he will not be allowed on board the ship until some officer comes to the gangway and identifies him. No civilian except Navy Yard workmen, wearing their proper badges, will be permitted to go anywhere around the ship without being accompanied constantly by an officer or man of this vessel. The Officer-of-the-Deck will require Army Officers to show a proper pass.

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5. Special lookouts and guards will be stationed in the coal lighters and in the vicinity of the chutes while the ship is being coaled. The detail to be made out and the necessary orders issued by the Engineer Officer.

6. Every package going or coming, even of the smallest size, unless carried by an officer who is positively recognized as such, will be opened and carefully examined by the Officer-of-the-Deck or Junior Officer-of-the-Deck.

7. The Engineer Officer will keep a sufficient number of men on guard at night, in his department, to be certain that no injury can be done to the machinery of the vessel.

8. Under no circumstances will any small boat be allowed anywhere near this vessel, and if boats do not stop, and keep clear when ordered to do so, sentries will fire on them. First, firing warning shots.

9. All garbage and refuse leaves the ship via the after gangway, all inflammable refuse placed in a box provided for that purpose, and all tins and other metals are placed with the ashes.

10. Liberty parties will leave via the forward gangway, but will be mustered on the deck by the forward gangway before going out of the gate. Liberty parties will be marched to the gate by a competent petty officer, who will carry a belt.



CHAPTER II

FIRST VOYAGE

At 8.15 A.M., June 20th, 1918, the *Harrisburg* left Pier 62, Hudson River, and steamed down the river amid cheers from the early morning ferryboat crowds, passed down the Bay, out of the Narrows and the Ambrose Channel to sea. She joined the convoy at 11.30, with the *U. S. S. Montana* as escort. The vessels in the convoy were as follows:

<i>U. S. S. Harrisburg</i>	<i>S. S. Empress of Asia</i>
<i>S. S. Anseim</i>	<i>S. S. Euripides</i>
<i>S. S. Canada</i>	<i>S. S. Kinfauns Castle</i>
<i>S. S. Delta</i>	<i>S. S. Orduna</i>
<i>S. S. El Penor</i>	<i>S. S. Scandinavian</i>
<i>S. S. Walmer Castle</i>	<i>S. S. Teutonic</i>

At noon the vessels formed the convoy, the position of the *Harrisburg* was 600 yards astern of the *S. S. Delta* and 1,000 yards starboard beam of *S. S. Kinfauns Castle*, with the *S. S. Teutonic* in guide. This position had to be maintained to avoid danger of collision and required super-alertness on the part of those on watch. The standard speed was 13.5 knots and a zig-zag course was run. Weather clear and fine; sea smooth; course south 83 degrees east per standard compass. The *Harrisburg* was capable of much greater speed and it was a disappointment to the men of the ship to have to join in a slow convoy. At night, of course, all lights were out, and it was put up to everyone aboard to see that the rule regarding lights was strictly complied with. On the following day drills and exercises were held for the crew and troops, having general quarters and abandon ship drills. A ship the size of the *Harrisburg*, carrying over 3,000 men, has no spare room. If, in an emergency, the men of any one compartment were to go to the wrong

station, a panic might ensue, as there would be no room anywhere on the ship for them except the space allotted to them.

The guns were always loaded and the gun crews at their stations ready for instant action.

On the first night watch, June 22nd, rough weather necessitated removing the lookouts forward and the two forward gun crews. Towards midnight the wind and sea increased, the barometer falling slowly, ship laboring and seas washing forward decks. It was a dark night, this making it extremely difficult to keep the proper position in the convoy as the towing spar of the vessel ahead could hardly be seen. However, in a rough sea, the danger of being torpedoed by a submarine is not so great as in a smooth sea.

On the following day the *S. S. Delta* could not keep up with the convoy and dropped astern and in a few hours afterwards she sent out the S.O.S. call, but the orders of the convoy took them onward and they could not go to her assistance. The sea continued rough and in the afternoon a heavy sea came aboard and carried away No. 3 and No. 5 starboard lookout stations on No. 1 Deck and destroyed the battery box on the starboard side. The following officers and men were injured at this time:

Assistant Paymaster H. V. Farnsworth; scalp wound, severe.

Wm. W. C. Ball, Yoe.1-cl; bruised on abdomen.

M. S. Wasserman, M.Att. 3-cl; bruises on body.

H. P. Suddath, F-3-cl; compound fracture of left leg, serious.

Edward P. Shea, MM 2-cl; multiple bruises.

E. S. Torrence, Army Corp.; fracture of left leg, serious.

R. L. Simmons, Pvt. Army; bruised back.

B. M. Barry, Pvt. Army; bruised back.

Ray E. Flynn, Corp. Army; fracture ankle, severe.

Harry Weinberger, Corp. Army; chest bruises.

Fred. C. Libarry, Pvt. Army; scalp wound, severe.

Walter H. Chilton, Pvt. Army; bruises.

Owing to the heavy sea the convoy was slowed down to seven knots at 2.30 P. M., and towards nightfall the wind and sea moderated. As the wind went down the speed was increased accordingly and by 5 P. M. the following day the standard speed of 13.5 knots was again reached. At 4.30 P. M.

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Robert A. Holtzapple, seaman second class, U.S.N., died of edema of the larynx, following cellulitis of the neck. His body was brought back to the States.

When the weather permitted daily exercise of troops and crew at general quarters, abandon ship drills took place and in a short time it was marvellous how quickly 3,000 men could get to their places and all ready to leave the ship.

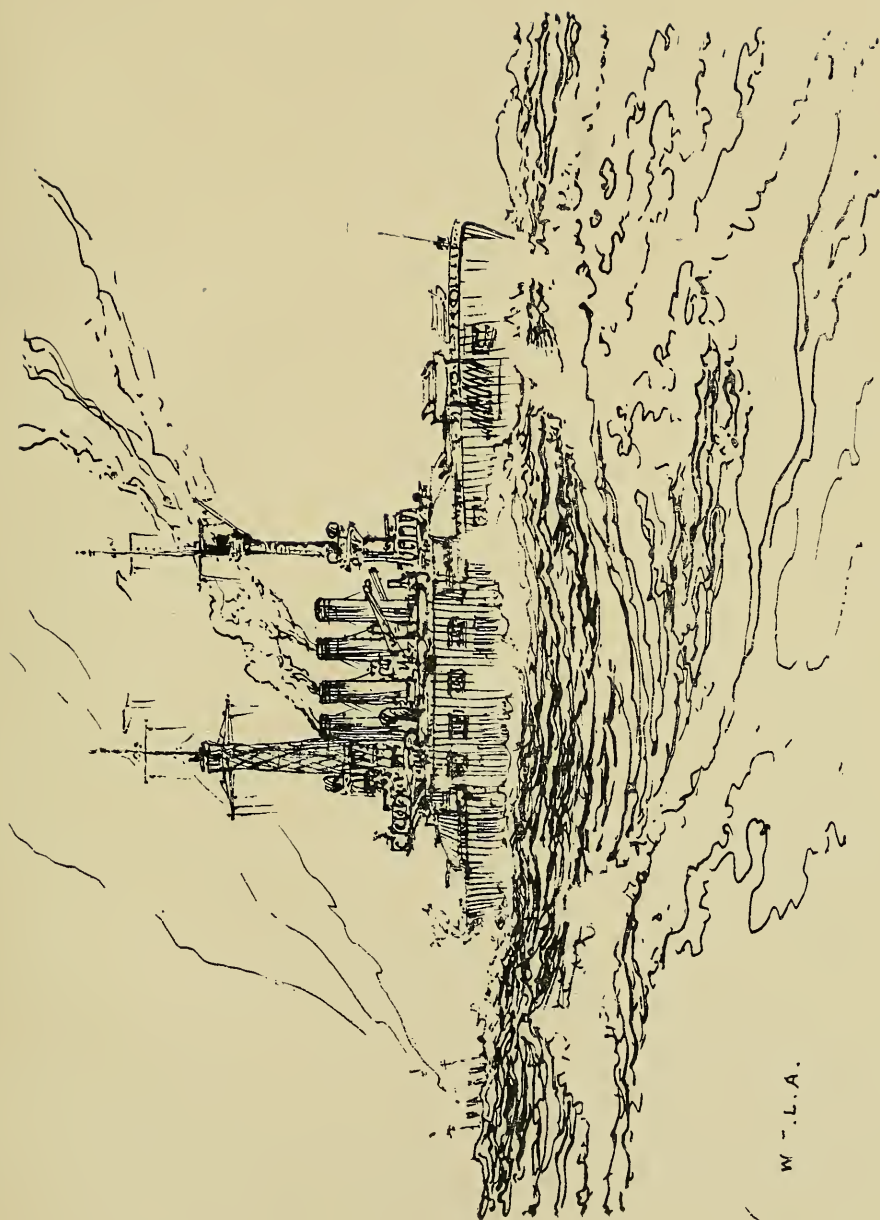
Some foggy weather was encountered, which is dangerous enough to a ship sailing alone on the wide ocean, and in a convoy of eleven ships only a few hundred yards apart the hazardous situation is supreme; and aside from this no fog signals being sounded, as such signals would be liable to give away our position to the enemy.

At noon, June 26th, the *Harrisburg* sighted a rowboat. With permission from the *Montana*, she left the convoy and investigated and found the boat unoccupied and practically new. She also found much wreckage in the vicinity. Owing to the speed of the *Harrisburg*, in an hour and a half she had completed the investigation and returned to her position in the convoy, which had continued on its journey at a speed of 13.5 knots.

On the following day, at 4.40 P. M., the *S. S. El Penor* dropped out of the formation owing to slight engine trouble. The convoy accordingly slowed down to give her a chance to make repairs, and at 6 P. M. she rejoined the formation, which proceeded on its way in clear weather with a smooth sea. On the following day the *El Penor* again had trouble with her engines, but this soon was made good and we proceeded on our fixed course.

At 11.30 A. M. on this day we signaled the *U. S. S. Montana* for permission to test out our after six-inch guns, their mounts and foundations. One shot was fired from each gun and they were found to be secure and in excellent condition.

Our escort left us on the following day, June 29th, and shortly after a heavy fog set in, but the ships successfully retained their positions and trusted to their own guns for protection. This was not for long, however, as we were near the Irish coast at the time. On the 30th we were met by our



W. L. A.

British escort, consisting of seven destroyers, and at 2.30 A. M. the following morning land was sighted.

The *Harrisburg* arrived at Liverpool July 1st and anchored in the River Mersey overnight. Due to the very high rise and fall of the tide at Liverpool, it is necessary to have a great system of docks whereby the water can be locked in at high tide, and therefore it is only possible to enter or leave the docks at high water. The trip thus occupied ten days and a half, whereas the *Harrisburg* is capable of making it in six days.

While in Liverpool liberty parties were shoved off every day. On July 4th the ship was dressed and the crew had the great pleasure of seeing the American Stars and Stripes flying on the streets of Liverpool, for England, too, celebrated the anniversary of our Declaration of Independence; the crew was given a holiday.

The *Harrisburg* discharged her troops at Liverpool and started coaling and preparing for sea again; receiving one hundred passengers for transportation to the States, being Army and Navy and a number of the crew from the *S. S. Lake Tulare*, also a quantity of confidential Navy mail.

At 9.50 A. M., July 9th, we left the dock and proceeded to the River Mersey and anchored until 10 A. M., July 10th, when the trip west was begun with seven British destroyers as escort and the following ships in the convoy:

<i>U. S. S. Harrisburg</i>	<i>S. S. Canada</i>
<i>S. S. Walmer Castle</i>	<i>S. S. El Penor</i>
<i>S. S. Orduna</i>	<i>S. S. Anselm</i>
<i>S. S. Megantic</i>	<i>S. S. Scandinavian</i>

The convoy started at 11.30 A. M. outside of Liverpool channel, passed to eastward of the Isle of Man, then west, north out through the North Channel of the Irish Sea, then out to sea. On the following day, at noon, the destroyer escort left the convoy, the convoy dispersed, and the *Harrisburg* proceeded on its way alone at a speed of 17.5 knots, leaving the other vessels astern. On July 14th, at 3.34 P. M., in the middle of the North Atlantic, two of the most reliable lookouts sighted the periscope of a submarine extending about three feet out of the water,

bearing 135 degrees, relative distance about 1,000 yards, latitude 45-35 N., longitude 41 degrees West. As the periscope was sighted the ship swung to a course in the zigzag plan 15 degrees to the left of the base course. Guns manned and general quarters sounded, but the periscope was not sighted again. Vessel continued on west passage, zigzagging, and with the submarine submerged it was impossible for her to give the *Harrisburg* a chase, because when the engineers were told that a submarine had been sighted close aboard and to make all possible speed, the engines answered to their vigor.

All went well until July 17th, weather hazy and misty, sea smooth, light airs, 6 P. M., New York summer time, when this vessel was 42 miles south, 55 degrees east true from Nantucket Shoal Light Vessel, a submarine of the German cruiser type, with two guns, one forward and one abaft of the conning tower, was sighted on the surface, bearing north 60 degrees west true from this vessel, distant about 12,000 yards.

This vessel at the time was on a course north 89 degrees west true, speed 17.5 knots. The submarine was headed approximately southwest, going along at a very reduced speed, if any speed at all.

The gun crews being continually at the guns, the two forward guns' crews were immediately ordered to train on the submarine. At the time general quarters were sounded and the ship's course changed so as to bring the submarine directly ahead, knowing that 12,000 yards was too long a range for the four-inch guns. Emergency speed was rung up on the engine room telegraph in order to close in and engage the submarine at a closer range. Five minutes after sighting the submarine, the submarine submerged; and although a careful lookout was maintained, neither the submarine nor any evidence of it was again reported. As soon as the submarine submerged the course of the vessel was changed four points to the right for five minutes, then to the north 26 degrees west true, this course being approximately eight points from the original bearing of the submarine. The ship continued on this course at a speed of 18.5 knots for twenty-three minutes, at the end of which time the course was changed 30 degrees to the left; and

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every fifteen minutes subsequently the course was changed 30 degrees to the left, and in this way was able to go around the submarine and out-distance him, estimating the speed of the U-boat submerged as 10 knots. In one hour and eighteen minutes after sighting the submarine this vessel was back on north 89 degrees west true and continued towards New York.

Upon sighting submarine an "allo" was immediately sent out and acknowledged by *Siasconsett*.

At noon, July 18th, we moored to the north side of pier 62, North River, New York City. The commanding officer was informed that the ship was to sail July 22d, and immediately took steps to take on coal, water, stores, etc. The trip going over took ten and a half days, the return trip to New York eight days.

THE "HARRISBURG" GOB

Here's to the *Harrisburg* sailor, a man from head to toe;
You cannot find a better sport, no matter where you go.
He is the finest in the service, and as salty as can be,
With a walk that does full justice to the rolling of the sea.
He is a fine young leatherneck, an admirer of the squab;
In short, he is just a dashing, smashing, crashing little gob.

"ROXY."

Upon arrival in New York, the following report was made:

U. S. S. Harrisburg, July 18, 1918.

From: The Captain.

To: Commander, Cruiser and Transport Force.

Subject: Encounter with submarines.

I have to report that during the westbound passage of this vessel, completed July 18, 1918, two submarines, nationality unknown, were sighted and the ship was handled as noted below:

SURVEY

(a) On July 14, 1918, at 3:34 G.M.T., two of the most reliable lookouts on the ship sighted a periscope of a submarine extending about three feet out of the water, bearing 135° relative distance, about 1,000 yards. The latitude was 45° 35' N.; longitude, 41° W.

The ship was zigzagging at the time and as the periscope was

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sighted the ship was swinging to a course in the zigzag plan 15° to the left of the base course.

The guns were manned at the time, but when the periscope was sighted general quarters was sounded. The periscope was not sighted again and the vessel continued on west passage zigzagging.

(b) July 17, 1918, at 6:00 P. M., New York summer time (10 P. M. G.M.T.), while this vessel was on course N. 89° W. true, a submarine on the surface was sighted, bearing N. 69° W. true, from this vessel about 12,000 yards, the submarine being forty-two miles south, 55° east true, from the Nantucket Shoal light vessel. The submarine was apparently headed southwest true at a very reduced speed, if any speed at all.

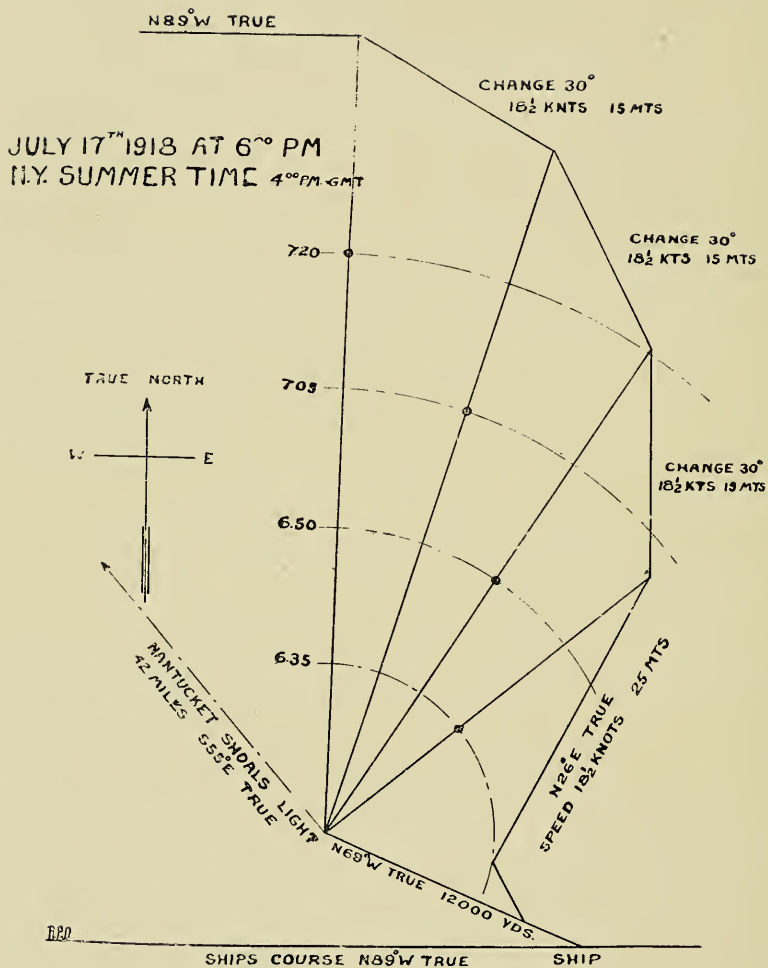
I immediately headed for the submarine with the intention of closing in and using my bow guns, thereby presenting a small target and having its entire length to fire at. Five minutes after sighting the submarine, which was after I headed towards him, the submarine submerged. I immediately changed course four points to the right, holding this course for five minutes, then changed to N. 26° true, which was eight points from the original bearing of the submarine, and continued on this course at a speed of 18.5 knots for 25 minutes. During this time I calculated that at the end of 25 minutes by changing my course 30° to the left every 15 minutes and maintaining a speed of 15 knots I could out-distance him and eventually continue my course towards New York Harbor. I estimated the speed of the submarine submerged as 10 knots and made my estimates accordingly.

A bright lookout was kept by all hands, but the submarine never appeared again.

There was an oil tanker in the vicinity and I warned him. He immediately changed his course and followed my proceeding. I also sent out an "allo," giving latitude and longitude, which was acknowledged by *Siasconsett*.

There is enclosed a chart showing movements of the vessel after sighting the submarine.

(Signed) WALLACE BERTHOLF.



CHAPTER III

SECOND VOYAGE

In the Spanish-American war the mission of our vessel was that of a fighting cruiser. However, at this time her mission was simply "to transport successfully overseas," so she was soon made ready for her second voyage under the Navy. At 8.45 A. M., July 22d, 1918, in obedience to her command, she was ready to sail. Her cargo of human souls was as follows:

Ship's crew	610
Ship's officers	45
Troops	2,345
Non-coms.	15
Naval officers (overseas)	8
Army officers	71
Navy overseas	250
Total.....	<hr/> 3,344

The largest passenger list in her long career on the ocean.

At 9.15 A. M. she left her dock, steamed down the river and out through Ambrose Channel to join her convoy, which was formed at 11.45 A. M. and consisted of the following ships:

<i>U. S. S. Frederick</i> (escort)	<i>U. S. S. Harrisburg</i>
<i>S. S. Anchises</i>	<i>U. S. S. Plattsburg</i>
<i>S. S. Arlanza</i>	<i>S. S. Canopic</i>
<i>S. S. Carmania</i>	<i>S. S. Diomed</i>
<i>S. S. Grampian</i>	<i>S. S. Lancashire</i>
<i>S. S. Minnekahda</i>	<i>S. S. Neleus</i>
<i>S. S. Nevassa</i>	<i>S. S. Northumberland</i>
<i>S. S. Orca</i>	<i>S. S. San Gennaro</i>

In the afternoon the crew and troops were exercised at general quarters and abandon ship drills. A short while after this one of the ships of the convoy broke out the signal of a

submarine being sighted and immediately the *U. S. S. Frederick* fired several rounds in the direction of the sighted object; and, after scouting around, although not seeing anything of the submarine, dropped a depth charge as a warning to the enemy. The Navy Department had no further reports of the enemy's activities in this vicinity at the time, and it is thought that it was one of the American submarines out on patrol duty. There is no distinction between our own submarines and those of the enemy when running submerged with only the periscope visible several thousand yards away. The rules governing convoy were to fire upon sighting periscope, and, obviously, if one of our own submarines, she makes no delay in securing her own safety. Even at that some of our own submarines have been badly damaged by the quick and accurate firing of our ships.

The convoy continued on its way at its standard speed of 13.5 knots, zigzagging throughout the day and night and all lights out after sunset. On August 1st, two days out of Liverpool, six British destroyers joined the convoy as escort and the *U. S. S. Frederick* turned back to the States.

Just before entering the North Channel of the Irish Sea, the destroyer escort sighted a periscope about four miles off the convoy and set out at full speed, firing as they proceeded in its direction. The submarine submerged; nevertheless, a number of depth charges were let loose; results to the enemy unknown.

The convoy failed to arrive at the bar in time to enter the river at night high waters, and stood to the westward and back to the eastward, waiting for morning to enter the river. During this time the most vigilant watch was kept, all lights out, as, although so close to its destination, it was not entirely immune from submarine attacks.

The following morning the convoy stood up the River Mersey and anchored. This trip covered a period of twelve days. On August 4th the *Harrisburg* laid fast to the stage in Liverpool and discharged her troops, that night going into the Sandon Dock and made arrangements to discharge cargo and to receive mail.

Owing to labor troubles it was impossible to get stevedores to coal the ship, and it therefore fell to the crew to do this

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work in order not to cause any delay in sailing. A number of naval men were received aboard for transportation to the States. All hands forfeited their liberty in order to coal the ship and receive on board cargo, stores and other necessary supplies.

On August 11th the ship was ready for sea again, leaving at 2 P. M. and anchoring in the river to await the departure of the convoy, which took place the following day at noon. The following vessels composed the convoy:

U. S. S. Harrisburg

U. S. S. Plattsburg

S. S. Lancashire

S. S. Belgic

S. S. Baltic

S. S. Dunvegan Castle

S. S. Katoomba

S. S. Diomed

Upon forming the convoy, six British destroyers joined as escort, proceeding north, east of the Isle of Man, then west, to the northward of the Isle of Man, then north, through the North Channel to sea. All guns loaded and manned, and lookout stations on the alert, proceeding with all caution through a calm sea.

At 6.20 A. M. the following day the *S. S. Ortega*, with an American destroyer as escort, joined the convoy. This formation only lasted until the afternoon, when the destroyer escort left the convoy and the same dispersed. The *Harrisburg* with her speed out-rivaled the other ships of the convoy with the exception of her sister ship, *U. S. S. Plattsburg*, and it was decided to make the westbound trip in company with our sister ship.

The next morning the vessels were still in the very heart of the submarine zone with very bad weather, being overcast and foggy throughout the day and the sea heavy, making it very hard to discern the movements of the other vessel. At 8.20 A. M. the *U. S. S. Plattsburg* signaled, "Cease zigzagging and continue on base course." The *Plattsburg* suddenly slowed down and dropped astern. Seeing this, the *Harrisburg* went slow speed, but still her sister ship continued to fall astern and it was noticed that she was steering various courses. As this was the submarine area, and as the *Plattsburg* did not send any signal for assistance or information, it was decided to proceed

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west without waiting for her. Before getting out of sight of the *Plattsburg* it was noticed that she was still under way, steering on a course a little to the northward. Another hour she was out of sight and the *Harrisburg* continued westward alone. On the evening of the same day our radio operators heard enemy submarines using wireless within twenty-five miles of the ship and shortly thereafter received an "allo" from *S. S. Dunvegan Castle*, which was one of the ships in the original convoy. Although every exertion was made to detect any further activity on the part of the enemy, no other movements were recorded. In passing through this area an overturned life-boat was discovered, but apparently it had been in the water a long time, as it was covered with marine growth. It was then decided to make a slight departure from the original course and to shape a course across the Grand Bank of Newfoundland, twenty miles south of Virgin Rocks.

The heavy seas continued for a period of two days. Fortunately, the weather cleared up, as icebergs were sighted in close proximity, the largest of these rising 200 feet above the water and 500 feet long. Six of these huge icebergs were in the immediate vicinity and reports of them were made to Cape Race. Being in touch with the radio at Cape Race, weather reports were received indicating clear weather and smooth sea, and it was therefore considered in order to cross the Grand Bank, which usually is the most foggy area in the North Atlantic.

Now nearing the end of the voyage, being two days out of port, target practice was held. Two conical shaped targets were made to represent the conning tower of a submarine and were dropped over the stern, and the vessel manœuvered in order to approach the targets in such a way as to bear on each bow, and when they bore 45 degrees all batteries opened fire and the targets were soon destroyed.

The vessel arrived in New York August 20th and moored to the south side of Pier 62 at 2 P. M., discharging her passengers and unloading her cargo, together with making arrangements to coal ship and receive stores for her next voyage, which was accomplished in nine days.



THE ICEBERG

By C. E. Redinger, Ph.M.2c, U.S.N., *U. S. S. Harrisburg*

(Written on the occasion of passing icebergs in the North Atlantic,
August 17, 1918. Latitude $46^{\circ} 47' N.$; longitude $47^{\circ} 55' W.$)

'Twas in the lonely Arctics,
Many miles from paths of men,
That I spied a floating city,
Like a new Jerusalem.
All glimmering, shimmering brightness,
With a dazzling mystic sheen,
A mighty crystal palace
Of some strange celestial queen.

Like of old Aladdin's princess,
Brought here by some magic art,
And doomed to melt in bitter tears
In this gloomy world apart;
Or an outcast of Valhalla,—
Would thy sorrow we might know,
Ere you pine away with weeping
Tears as cold as Arctic snow.

I have wondered in cathedrals,
Stood spellbound in cloistered halls,
But the marvels of man's handiwork
Are at best but childish scrawls;
Only God could build such temples,
Make them lords of northern seas;
Set them drifting so majestic,
As a sign, "Whose works are these?"

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Only He who shaped my body,
Who broke of clay a handful free,
Who shaped thy purer crystal form
From a handful of the sea.
Ah, then we're both His children,
As we cruise on Life's broad sea,
And 'tis chance of wind directs us
Which strand our port shall be.

And our fates we share in common,
Both led onward by His light,
As we drift through ways of darkness
To the shore far but out of sight.
Let us then face storms together
Ride the ways and stay the foe,
Till the watch upon the lookout
In glad relief cries out, "*Land Ho!*"

C. E. R.



CHAPTER IV

THIRD VOYAGE

On August 27th, 1918, Commander Wallace Bertholf was detached from command of the *U. S. S. Harrisburg* and at 1.30 P. M. officially turned over the command to Lieutenant Commander Henry A. Candy, U.S.N.R.F., who was formerly captain of the vessel before she was commissioned in the Navy. [Now Commander Candy, U.S.N.R.F.]

August 29th the ship finished coaling, the taking on of stores, water and cargo and received on board the following personnel for transportation overseas:

Army officers, 76; troops, 2,296; total, 2,372; which, together with the ship's complement of 636, made a total of 3,008 persons aboard.

The vessels got under way at 1 P. M., August 30th, with instructions to join the convoy at 3 P. M. at Ambrose Channel Lightship. The convoy was delayed, making it necessary to wait until 6.35 P. M. before proceeding further. Convoy and escort as follows:

<i>U. S. S. Frederick</i> (escort)	<i>U. S. S. Plattsburg</i>
<i>U. S. S. Calhoun</i> (destroyer escort)	<i>U. S. S. Harrisburg</i>
<i>U. S. S. Susquehanna</i>	<i>U. S. S. Kroonland</i>

The convoy proceeded at a standard speed of 15 knots with clear weather, smooth sea and southerly airs. At 9 A. M. the next morning another eastbound convoy was sighted, and at 10 A. M. the following vessels joined the convoy:

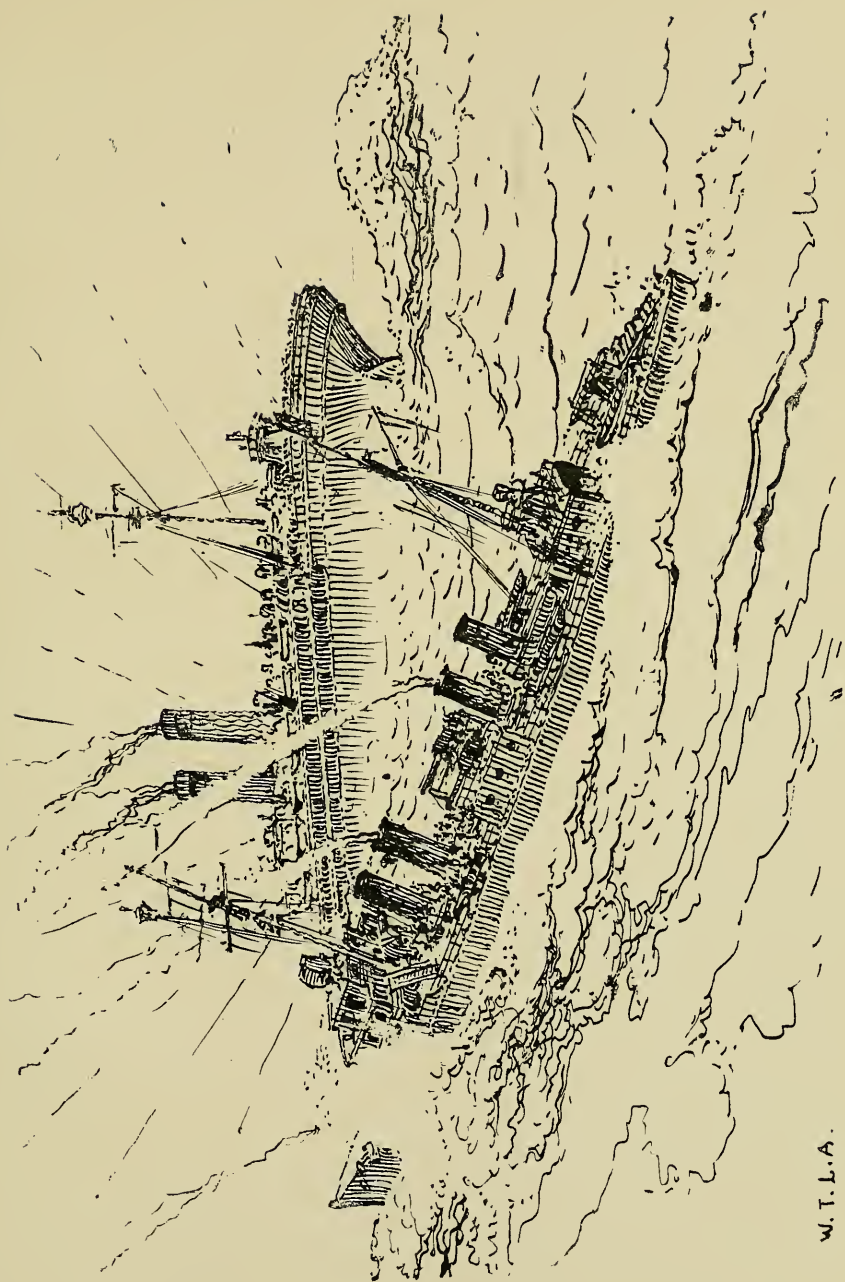
<i>U. S. S. Pueblo</i> (escort)	<i>S. S. America</i>
<i>U. S. S. Bell</i> (destroyer escort)	<i>S. S. Caserta</i>
<i>S. S. Tenadores</i>	<i>S. S. Duca D'Aosta</i>

U. S. S. Pueblo left the convoy shortly thereafter, as it was deemed that her services were more essential in bringing another convoy.

The following day the destroyers *U. S. S. Bell* and *Calhoun* left the convoy, the *U. S. S. Frederick* now being the only escort with eight vessels in the convoy. The zigzag course was continued for several days, when it ceased on account of rising seas. The danger of collision in a close convoy of so many vessels in a zigzag course is paramount should any of the vessels make any delay in turning at the proper time; and this danger is increased with heavy seas, as it is difficult to hold the vessel on a course. The speed of the convoy was therefore reduced to 10 knots. The rough weather continued throughout the following day, increasing to a gale, with all ships making heavy weather, and it was necessary to further reduce the speed to two-thirds. The weather continued with increasing force, accompanied with heavy rain-storms, and the convoy was forcibly scattered. The weather moderated somewhat by September 5th and the speed was increased to standard, but the following ships were missing from the convoy:

S. S. Kroonland
S. S. Tenadores
S. S. Caserta

The above vessels, after some hours, rejoined the convoy, which proceeded again zigzagging during all hours. An American destroyer joined the convoy upon reaching longitude 20° 48' and the next day seven other destroyers joined the convoy and the *U. S. S. Frederick* left, proceeding to the westward. This made one destroyer to guard each vessel, and while the transports proceeded at a speed of 15 knots the destroyers were steaming at 20 knots, thus covering the entire course of the convoy, assuring a clear track for the big liners. The convoy was now nearing the Bay of Biscay for the port of Brest, where the greater number of American troops disembark, and at this particular time troops were being landed at the rate of 300,000 a month and this body of water was the most infested area of the war zone. The convoy went through the area of



W. T. L. A.

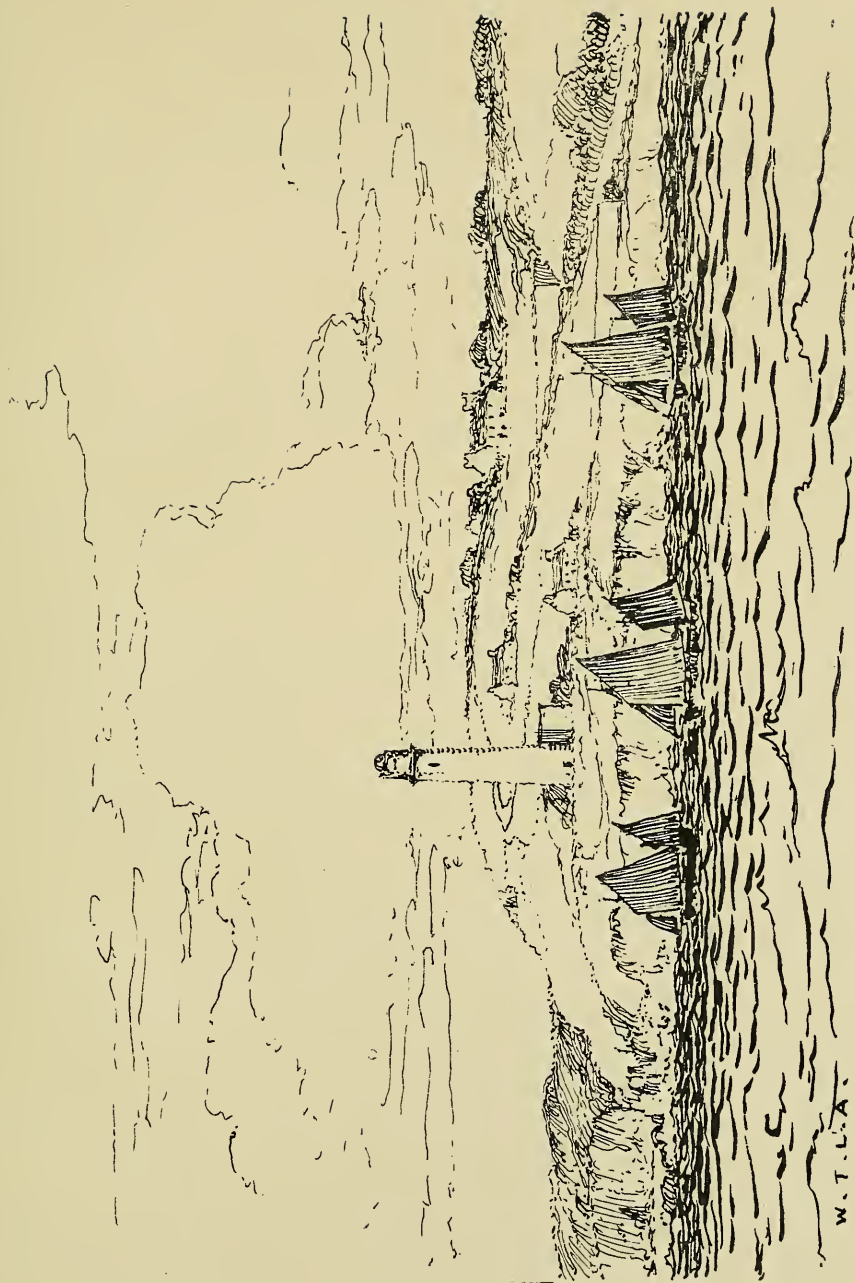
danger without any observation of the enemy, receiving only radio warnings, and anchored safely in Brest Harbor at 8.59 A. M., September 12th. The troops were disembarked on lighters and sent to the landing stage. There are no docking facilities at Brest, and it is therefore necessary for vessels to anchor in the roadstead or shackle up to a mooring buoy inside the breakwater.

Owing to a quarantine in the port at this time, due to the influenza, it seemed as though shore leave could not be granted to the crews of ships in the harbor. However, shortly after our arrival the quarantine was lifted and liberty was granted to officers and men alike. As there were many ships lying in the roadstead at this time, and coal being difficult to obtain, together with the scarcity of labor for coaling, it was necessary for all crews to coal their own ships; then only one or two lighters could be secured at a time, which made it possible for a portion of the crew to secure liberty every day, inasmuch as this quantity could be easily handled by even half of the crew.

As this northwestern part of France is particularly famous for its incessant and disagreeable rainy and foggy weather, the harbor would at times be so rough that it was impossible to work, or lighters would be rolling and plunging alongside, thus delaying our coaling; and coaling under the best of conditions is not easy work, as anybody knows who has experienced it.

However, with patience and hard work our bunkers were filled and the ship made ready for sea. Just before leaving we had the sad work to perform—but into which every man who was detailed put his heart—of bringing on board 144 wounded soldiers for transportation home, practically every one a stretcher case. Aside from this number of sick and wounded, the crew of the *S. S. Lake Fernwood* were brought on board, due to this ship being taken over by the Government for a transport. We also received forty-five members of the Overseas Welfare Association and a number of army officers, the latter returning home as military instructors.

On the afternoon of September 23d, at 4 P. M., we raised our anchor and got under way. Our convoy was formed and four American destroyers led the column out.



POINT PORTZIC LIGHTHOUSE—ENTRANCE TO BREST HARBOR OVER THERE

W. T. L. A.

Just outside the harbor of Brest there was a heavy headswell, accompanied by squally weather, causing the ship to pitch heavily, and at times it seemed as though some of the destroyers would be swamped. Although close aboard there were moments when they could not be seen.

On the following day the escort left the convoy in order to pick up other inbound transports, but as the weather moderated the convoy proceeded westward in fine weather.

On September 29th target practice was held, but in this instance, instead of using a frame target which might leave floating débris on the surface, cans were used with a small hole in them so that they would finally sink if not destroyed by shells and thereby leave no telltale clues to the enemy.

Nantucket was soon passed, and early on the morning of October 2d the lightship, or the Atlantic Highlands, hove in sight, and we arrived at an anchorage below the city at 7.30 A.M. But we were delayed until the afternoon in reaching our dock. The time of this passage home was eight days, eighteen hours and six minutes, and our average speed was 15.43 knots. The total distance was 3,243 miles from Brest to Ambrose Lightship.



CHAPTER V

FOURTH VOYAGE

Troops were loaded on board several days before the sailing date in order to see if any further Spanish influenza cases developed, as the epidemic was at its height at this time. In their eagerness to get overseas many of the men would resort to every means to overcome every sign of sickness, because as soon as the medical authorities discovered the slightest symptom of this disease among the troops the patients would be transferred to the hospital immediately. In spite of all the precautions taken it was necessary to remove sixty-four cases to the hospital.

The passenger list on this voyage was as follows:

Ship's Company	663
Overseas Draft (Navy).....	228
Troops	1,824
Total.....	2,715

The vessel left her pier at 8.11 A. M. on October 11th, passing through the guard nets at 9.25 A. M. and anchoring in Gravesend Bay to await orders. At 4.15 in the afternoon we heaved up anchor and proceeded with the following ships in convoy:

<i>U. S. S. Plattsburg</i>	<i>U. S. S. Maui</i>
<i>U. S. S. Harrisburg</i>	<i>U. S. S. Destroyer Lea</i> as escort

The speed of this convoy was 13.5 knots; but both the *Harrisburg* and the *Plattsburg*, though capable of much greater speed, were restrained in their speed by the slower vessels of the formation. The three ships were in a line, *U. S. S. Plattsburg* to the north, being the guide, distance abeam 600 yards; the

escort traveling at a speed of about 20 knots, zigzagging ahead of the line of the vessels, serving as a forerunner of safety. On this voyage we had our first taste of sorrow in the death of three soldiers and two of our ship-mates, who passed on to their last muster in the line of duty. They shall, we trust, be long remembered by us. These sad incidents happened in the following order:

Our first death took place on October 14th at 9.05 P. M. George Henry Rabb, Company D, 123rd Infantry, died of broncho-pneumonia. On October 16th, at 6.15 P. M., John Duffy, Private, U. S. Army, died of broncho-pneumonia. On October 19th, at 1 A. M., George Wayne Whitney, Seaman 2nd Class, U.S.N.R.F., died of broncho-pneumonia, complicating influenza. On the same date, 8.30 A. M., Edward Francis Sommerhouse, Fireman 1st Class, died of broncho-pneumonia, complicating influenza, and on October 20th, at 5.30 P. M., Edwin Phillip Pickett, Private, Company B, 123d Infantry, died of the above disease.

In the forenoon of October 21st we arrived safely in the harbor of Brest and received orders to move inside the break-water, and by noon we were shackled to a mooring buoy. Early in the afternoon we began to discharge our troops and a large consignment of mail, and also six of our boys who were down with influenza, for treatment in a hospital on shore. Coal was particularly difficult to secure at this period, and only one barge came alongside at a time, and it required over two weeks to secure our full bunker requirements. Coal came in so slowly that on a Sunday the crew volunteered to go over to the *U. S. S. Plattsburg* and fill a coal barge from a collier which she had alongside. This coal had to be loaded into the barge and then towed over to the *Harrisburg* and in turn discharged into our own bunkers; this was slow and hard work. but the boys were anxious to be heading westward again. During our stay of two weeks liberty was granted each day to portions of the crew, so for some at least hard work was tempered with recreation.

We received aboard a number of wounded soldiers and other army personnel, including Brigadier-General J. B. Bar-



U. S. S. H A R R I S B U R G

rette, Major-Generals Robert C. Cotton and Beaumont B. Buck, and sixteen Y. M. C. A. Secretaries, and together with these a French Diplomatic Mission to the United States, composed of Maurice Poutvianne, Paul Devadelle and Rene Ragot. The vessel was completely ready at 2.45 P. M., November 6th, and we pulled outside the breakwater, leaving the harbor in convoy with the *S. S. Duca D'Aosta* and an escort of destroyers running on a zigzag course. On the following day out it was very squally with high seas running, so much so that on that afternoon one of the destroyers was forced to put about. The sea and wind were increasing until evening, at which time we lost sight of the *Duca D'Aosta* and we proceeded westward alone. It was imperative to secure all of the gun crews and lookout stations, as we were shipping water on all decks. There was no denying it, this was a hurricane "sure-enough," the wind reaching to ninety miles an hour, as indicated on the Beaufort weather scale; and it lasted for a period of about three hours before any moderation was noted, but a high sea continued for several days, with a stiff breeze. On the 10th a heavy sea tore away our motor sailer from its chocks, sending it across the boat deck with severe damages, and two lookout stations were smashed to pieces, together with other minor damages. This was the most severe storm the *Harrisburg* has ever encountered, which is saying much on a ship that has been in service over thirty years. On the following day the weather moderated considerably and full speed was resumed. Just as the storm had passed by, just so the Great Storm of War and Sorrow played itself out on land and sea and the good and welcome news arrived by wireless at eight bells in the afternoon watch. The following radiogram was released to all hands aboard:

U. S. S. Harrisburg, November 11, 1918.

Gibraltar.

Direct.

Broadcast. All Allied Men-of-War.

"Armistice has been signed with enemy and all hostilities should be forthwith suspended. All precautions against attack from submarines are still to be maintained by men-of-war whilst in harbor and

at sea. Enemy submarines on the surface should be treated as peaceful unless hostile action is obvious."

All hands gave way to their enthusiasm and prolonged cheers were raised, and no one will ever forget the intense interest and excitement this news caused. At night an entertainment was given, together with some addresses, the most interesting being Maj. Gen. Beaumont B. Buck, who was one of the first Generals of our Army to arrive in France.

The following day Armistice terms were received by radio and produced on the Bulletin. They are reproduced below:

ARMISTICE TERMS

SECTION ONE

Military Clauses, Western Front

1. Cessation of operations by land and in six hours after the signature of the Armistice.

2. Immediate evacuation of invaded countries; Belgium, France, Alsace-Lorraine, Luxemburg; so ordered as to be completed within fourteen days from the signature of the Armistice. German troops which have not left the above mentioned territories within the period fixed will become prisoners of war. Occupation by the Allied and United States forces jointly will keep pace with the evacuation in these areas. All movements of evacuation and occupation will be regulated in accordance with a note annexed to the stated terms.

3. Repatriation beginning at once and to be completed within fourteen days of all inhabitants of the countries above mentioned, including hostages and persons under trial or convicted.

4. Surrender in good condition by the German Armies of the following equipment; Five thousand guns (two thousand heavy, two thousand five hundred field), thirty thousand aeroplanes (fighters, bombers, firstly seventy-three and night bombing machines). Above to be delivered to the Allied and the United States troops, in accordance with the detailed conditions laid down in the annexed note.

5. Evacuation by the German Armies of the countries on the left bank of the Rhine. These countries on the left bank of the Rhine shall be administered by the local authorities under the control of the Allied and the United States armies of occupation. The occupation of the territories will be determined by Allied and United States garrisons holding the principal crossings of the Rhine, Mayence and Coblenz and Cologne, together with the bridgeheads at these points in thirty kilometers radius on the right bank, and by garrisons similarly holding

the strategic points of the regions. The neutral zone shall be reserved on the right bank of the Rhine between the stream and a line drawn parallel to it forty kilometers to the east from the frontier of Holland to the parallel of Gernsheim and as far as practicable a distance of thirty kilometers of stream from this parallel up on Swiss frontier. Evacuation by the enemy of the Rhineland shall be ordered so as to be completed within a further period of eleven days, in all nineteen days after the signature of the Armistice. All movements of evacuation and occupation will be regulated according to note and annex.

6. In all territory evacuated by the enemy there shall be no evacuation of inhabitants. No damage or harm shall be done to the persons or property of the inhabitants. No damage or destruction of any kind to be committed. Military establishments of all kinds shall be delivered intact, as well as military stores, food, munitions, not removed during period of evacuation. Stores of food and all kinds of civilian population and cattle shall be left. Industrial establishments shall not be impaired in any way and their personnel shall not be moved. Roads and means of communication of every kind, railroads, waterways, main roads, bridges, telegraphs and telephones shall in no manner be impaired.

7. All civilian and military personnel at present employed on them shall remain. Five thousand locomotives and fifty thousand cars, and ten thousand wagons, and ten thousand motor lorries in good working order, with all necessary spare parts and fittings, shall be delivered to the associated powers within the period fixed for the evacuation of Belgium and Luxemburg. The railways of Alsace-Lorraine shall be handed over within the same period, together with all pre-war material and personnel. Further material necessary for the working of railways in the country on the left bank of the Rhine shall be left *in situ*. All stores of coal and material for the upkeep of permanent ways, signals and repair shops left entire *in situ* and kept in an efficient state by Germany during the whole period of the Armistice.

8. The German command shall be responsible for revealing all mines on territory evacuated by the German troops and shall assist in their discovery and destruction. The German command shall also reveal all destructive measures that may have been taken (such as poisoning or polluting all springs, wells, etc.) under penalty of reprisals.

9. The right of requisition shall be exercised by the Allied and the United States Armies in all occupied territory. The upkeep of the troops of occupation in the Rhineland (excluding Alsace-Lorraine) shall be charged to the German Government.

10. An immediate repatriation without reciprocity, according to Allied and United States prisoners of war. The Allied Powers and the United States shall be able to dispose of these prisoners as they wish.

11. Sick and wounded who cannot be removed from evacuated territory will be cared for by American personnel, who will be left on the spot with the material required.

SECTION TWO

Disposition Relative to Eastern Frontiers of Germany

12. All German troops at present in any territory, which before the war belonged to Russia, Roumania or Turkey, shall withdraw within the frontiers of Germany as they existed on August 1, 1914.

13. Evacuation by German troops to begin at once and all German instructors, prisoners and civilians, as well as military agents, now in the territory of Russia as defined before 1914 to be recalled.

14. German troops to cease at once all requisitions and seizures and any other undertaking with a view to obtaining supplies intended for Germany in Roumania and Russia as defined on August 1, 1914.

15. Abandonment of the treaties of Bucharest and Brest-Litovsk and of the supplementary treaties.

16. The Allies shall have free access to the territories evacuated by the Germans on their eastern frontier either through Danzig or by the Vistula in order to convey supplies to the population of these territories or for any other purpose.

17. Unconditional capitulation of all German forces operating in East Africa within one month.

SECTION THREE

General Clauses

18. Repatriation without reciprocity within a maximum period of one month in accordance with detailed conditions hereafter to be fixed of all civilians interned or deported who may be citizens of other allied or associated states than those mentioned in clause 3, paragraph 19, with the reservation that any future claims and demands of the Allies and the United States of America remain unaffected.

19. The following financial conditions are required: Reparation for damage done. While the Armistice lasts, no public securities shall be removed by the enemy which can serve as a pledge to the Allies for the recovery or repatriation of war losses. Immediate restitution of the cash deposit in the National Bank of Belgium and, in general, immediate return of all documents, specie, stocks, shares, paper money, together with plant for the issue thereof touching public or private interests in the invaded countries. Restitution of the Russian and Roumanian gold yielded to Germany or taken over by that power. This gold to be delivered in trust to the Allies until the signature of peace.

SECTION FOUR

Naval Conditions

20. Immediate cessation of all hostilities at sea and definite information to be given as to the location and movements of all German ships. Notification to be given to neutrals that freedom of navigation in all territorial waters to be given to the naval and mercantile marines of the allied and associated powers, all questions of neutrality being waived.

SECTION FIVE

Prisoners of War

21. All naval and mercantile marine prisoners of war of the allied and associated powers in German hands to be returned without reciprocity.

22. Surrender to the Allies and the United States of America of 160 German submarines, including all submarine cruisers and mine-laying submarines, with their complete armament and equipment, in ports which will be specified by the Allies and the United States of America. All other submarines to be paid off and completely disarmed and placed under the supervision of the Allies and the United States of America.

23. The following German surface warships which shall be designated by the Allies and the United States of America shall be forthwith disarmed and thereafter interned in neutral ports, or, for the want of them, in Allied ports, to be designated by the Allies and the United States of America, caretaker being left on board, namely: Six battle cruisers, ten battleships, eight light cruisers, including two mine layers, fifty destroyers of the most modern type. All other surface warships, including river craft, are to be concentrated in German naval bases to be designated by the Allies and the United States of America, and are to be paid off and completely disarmed and placed under the supervision of the Allies and the United States of America. All vessels of the auxiliary type fleet, trawlers, motor vessels, etc., are to be disarmed.

24. The Allies and United States of America shall have the right to sweep up all mine fields and obstructions laid by Germany outside German territorial waters and the positions of these are to be indicated.

25. Freedom of access to and from the Baltic to be given to the naval and mercantile marine of the allied and associated powers. To secure this, the Allies and the United States of America shall be empowered to sweep up all mines and obstructions within and without German territorial waters, to occupy all German forts, fortifications, batteries and defense works, without any questions of neutrality being raised and the positions of all mines and obstructions are to be indicated.

26. The existing blockade conditions set up by the allied and associated powers are to remain unchanged and all German merchant ships found at sea are to remain liable to capture.

27. All naval aircraft are to be concentrated and immobilized in German bases to be specified by the Allies and the United States of America.

28. In evacuating the Belgian coast and ports, Germany shall abandon all merchant vessels, tugs, lighters, cranes and all other materials, all materials for inland navigation, all aircraft and all material and stores, all arms and armament, and all stores and apparatus of all kinds.

29. All Black Sea ports are to be evacuated by Germany; all Russian war vessels of all descriptions seized by Germany in the Black Sea are to be handed over to the Allies and United States of America. All neutral merchant vessels seized are to be released; all warlike and other materials of all kinds seized in those ports are to be returned and German materials as specified in clause 28 are to be abandoned.

30. All merchant vessels in German hands belonging to the Allies and associated powers are to be restored in ports to be specified by the Allies and the United States of America, without reciprocity.

31. No destruction of ships or material to be permitted before evacuation, surrender or restoration.

32. The German Government shall formally notify the neutral governments of the world, and particularly the governments of Norway, Sweden, Denmark and Holland, that all restrictions placed on the trading of their vessels with the Allies and associate countries, whether by the German Government or by private German interests, and whether in return for specific concessions such as the export of shipbuilding materials or not, are immediately cancelled.

33. No transfers of German merchant shipping of any description to any neutral flags are to take place after signature of the Armistice.

SECTION SIX

Duration of Armistice

34. The duration of the Armistice is to be thirty days, with option to extend. During this period, on failure of execution of any of the above clauses, the Armistice may be denounced by one of the contracting parties on forty-eight hours' previous notice.

SECTION SEVEN

Time Limit for Reply

35. This Armistice to be accepted or refused by Germany within seventy-two hours of notification.

U. S. S. H A R R I S B U R G

On the night of November 12th the running lights were turned on for the first time since the war began, all other lights being out at night, and the constant vigilant lookout and watch for the deadly submarine continued, not knowing what other developments might take place.

November 13th there was a fresh northeast to strong east-southeast breeze, increasing in force to moderate and fresh gales, with very high sea, and at 6 P. M. blowing a whole gale, with continuous vivid lightning and heavy rain. Barometer falling very fast. About 7.20 wind dropped to calm, then came out from westward with heavy puffs flying into the northward. At 7.45 P. M. it commenced to moderate. It was necessary to slow down from 15 to 7 knots for a period of fifteen hours; full speed was resumed at 2 P. M. the following day, and Ambrose Lightship sighted at 7.48 P. M. It being too late to dock, the *Harrisburg* anchored off Staten Island at 10 P. M. and proceeded to her dock at 5 A. M. the next morning, thus completing her fourth trip in the Navy and our last trip during hostilities.

Owing to the fact that the *Harrisburg* had been continuously crossing the Atlantic during the entire period of the war, both as a merchantman and a Navy transport, repairs had only been made when extremely essential; and at this time, inasmuch as hostilities had ceased, it was deemed advisable to give her a much needed overhauling so as to be in a position to bring our troops back with the alacrity with which she took them over.

The *Harrisburg*, therefore, went into Fletcher's Repair Yard, Hoboken, New Jersey, the following day after her arrival in New York. Necessary repairs and overhauling required a period of two months, and at this time her hull was chipped and instead of her camouflage she was given a coat of war gray.

On December 10, 1918, fifty-four men were released from active service and left the ship for their homes. These were the most urgent cases and those having the greater reasons for being released. All those who desired to get out of the service submitted their applications, and since this date a number of men have been released upon each return to port.

During this prolonged stay in New York all on board

U. S. S. H A R R I S B U R G

were given liberal furloughs to visit their homes and friends, many of the men having been away during the entire period of the war. It could not have been a more appropriate time for undertaking the overhauling, as the ship was in port during the biggest holidays of the year, Thanksgiving, Christmas and New Year's Day. On Christmas Day a number of orphans were entertained on board with a Christmas party.



PRIVATE GEORGE F. KENT

A Spanish-American War Veteran and one of the Old Sixty-ninth's Staunch Fighters, arrives on the *Harrisburg* bedecked with German Trophies

CHAPTER VI

TROOPS HOMEWARD BOUND

During the prolonged stay in New York for repairs, after the cessation of hostilities, the *Harrisburg* appeared quite a different vessel. Her gay colors had been replaced with a solid coat of gray. In addition, several hundred of the crew had been released from active service or transferred, and there were many new faces when she left the repair yard at Fletcher's and proceeded to the U. S. Army Transport Pier, No. 2, Hoboken, to prepare for sea again in that more pleasing task of bringing the troops back after their victory and winning of the war for the Allies, Democracy and Humanity. She still retained her battery and gun crews.

Instead of taking a huge cargo of human lives, as formerly, her holds were filled with supplies and provisions for the Army on the other side and a large quantity of mail. The only passengers aboard were six U. S. Army soldiers on courier duty. The sign of the cessation of hostilities was the most vital when she left her pier at 10 A. M., January 18th, 1919, with only these few passengers aboard; and then at nightfall all lights burning, and proceeding along at sea and passing other vessels in peace.

The vessel started off in very pleasant weather, but after a day out there were continual snow flurries, when the ship slowed down and took all precautions to meet such circumstances; being made further disagreeable by wind with gale force, accompanied by a rough sea which continued for two days.

On January 24th the weather moderated and in the afternoon we held target practice, five rounds fired by each gun at two targets which were made aboard and which represented the periscope of a submarine.



VICTORY AND HOME. THE NEW YORK WELCOME.

U. S. S. H A R R I S B U R G

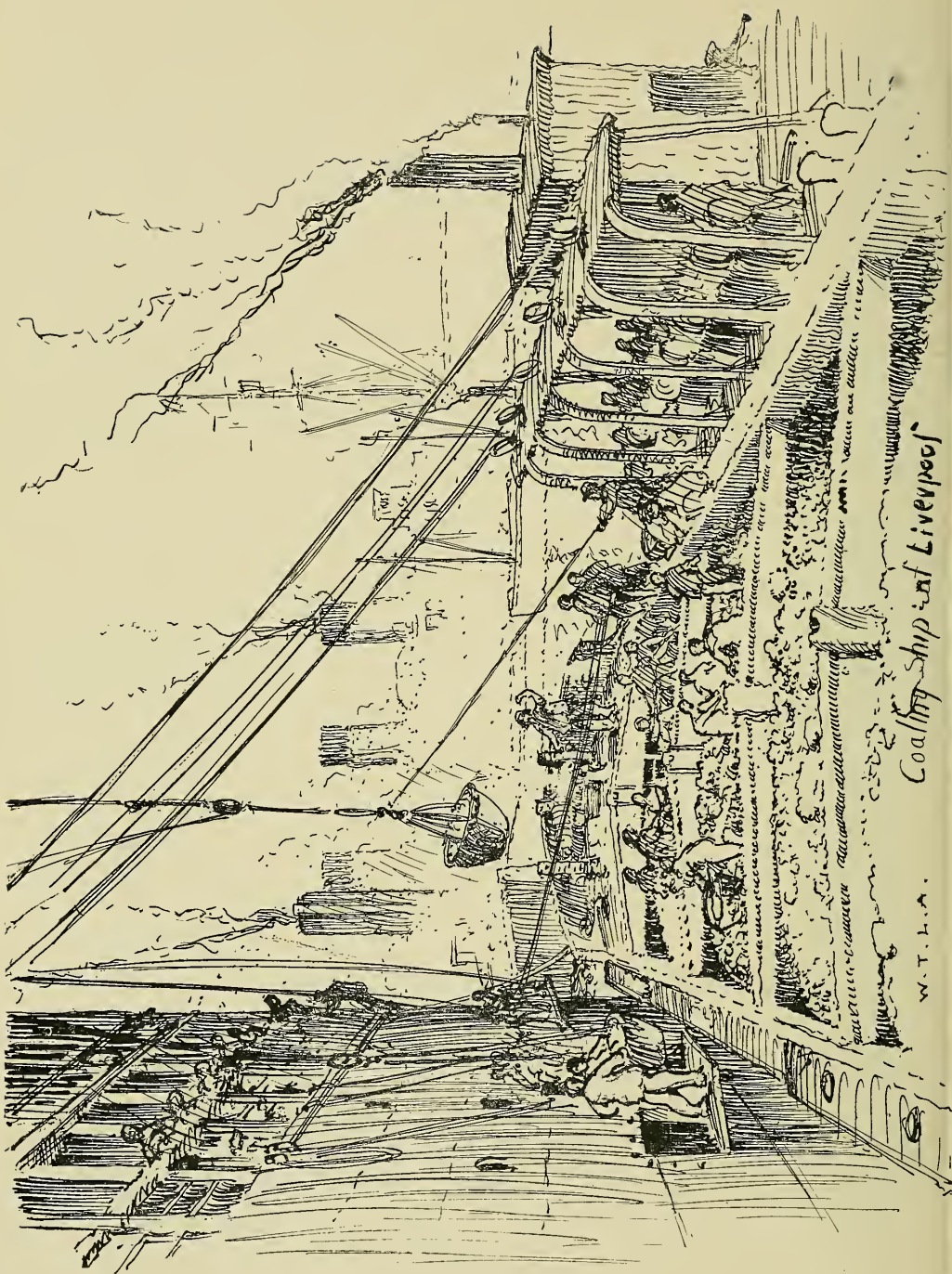
Due to the scarcity of coal at Brest and the great number of transports entering there and requiring coal, the *Harrisburg* went to Liverpool to coal up, that being her port during the war before the Navy took her over, and her first and second voyage after being commissioned took her to Liverpool. She had only put in at Brest two trips.

The *Harrisburg* arrived at Liverpool 6.10 P. M., January 27, 1918, docking at 10.11 P. M., after a trip covering nine days. During the voyage she was held down to a speed of 14 knots, known as her economical speed, and taking her full capacity of coal in New York, and by this slow speed saving hundreds of tons of coal and thereby avoiding further draining of the coal supply in Europe.

While in Liverpool the following passengers were received aboard for transportation to the United States:

Civilians	3
Naval Officers	7
American Red Cross worker.....	1
Sick and wounded soldiers.....	44
Troops of 510th Engineers, U. S. A.....	147
Total	202

After four days the coaling was completed and at 10.32 A. M., January 31, she left Liverpool for Brest, a run through St. George's Channel and around the southern coast of England, distance 406 nautical miles. At full speed this run could be made in twenty hours. However, as this would put her in Brest ahead of her orders she crept along at only 10 knots, arriving at Brest and anchoring at 9.34 A. M., February 2, 1919. In this manner her coal consumption for the run was very small and in less than six hours troops began to pour aboard for the homeward bound voyage. On account of the large amount of cargo aboard for Brest, and one day the harbor being so rough that unloading into lighters became impossible, the vessel was unable to leave Brest before February 5th, although when possible cargo was unloaded day and night. The last piece of cargo was discharged at 3 P. M., and fifteen



Coal Ship at Liverpool

W.T.L.A.

minutes thereafter she began to heave up anchor. She left the following United States ships in the harbor: *New Mexico*, *Kansas*, *Georgia*, *St. Louis*, *Huntington*, *West Point*, *Montana*, *Virginia*, *Leviathan* and *Louisville*.

THE RETURN

The *Harrisburg* is loaded,
 And we're leaving port today,
 Bidding farewell to the Frenchmen,
 Telling them we'd like to stay.

But the folks at home are calling
 For the boys who came across
 To fight for France and Freedom,
 And against the German boss.

Some of our troops are wounded,
 But they show of what they're made,
 For among those shattered heroes
 Scarce a grumble ere is said.

They look up with smiling faces,
 And say, "I'm feeling fine.
 I'd have given another leg or arm
 If we hadn't crossed the Rhine."

Sometimes they mention Buddies,
 Who fought bravely by their side—
 Of how they fought so willingly,
 And how willingly they died.

The *Harrisburg* will take them
 To the land they love so dear,
 And you'll hear old New York shouting
 When our sturdy ship draws near.

For she is a trusty liner.
 And the only thing she knows
 Is to land her cargo safely
 At the port to which she goes.

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The crew and passengers aboard for the United States were as follows:

Ship's Company	574	
Ship's Officers	45	
Welfare Workers	4	
U. S. A. Adjutant.....	1	
		624
Navy Officers	7	
Army Officers	116	
American Red Cross Officer.....	1	
Casual Officers	5	
Troops (368th Inf., 92d Div., Ohio, Colored) ..	2,065	
Army Med. Sgt.....	1	
Wounded	44	
Civilians	3	
		2,242
Total.....		2,866

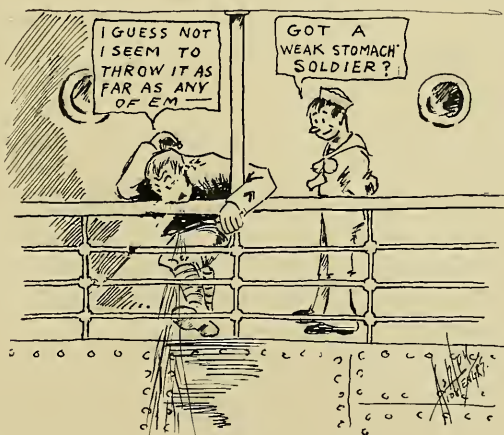
The passengers enjoyed favorable weather for two days and the troops were glad to be traveling home again and constantly remarked about the contrast with the trip going over to France. However, on February 7th, a gale blew up, accompanied with high seas; the ship rolled heavily, shipping water fore and aft, and no troops were allowed on deck and extremely rough weather was encountered for two days and they thought it about the worst part of the war! The speed of the vessel was retarded in order to make it more comfortable for the passengers; and when full speed was resumed it lasted but for a day, when rough weather was again encountered, engaging a whole gale and a very heavy, confused sea, which caused the ship to pitch and roll, injuring a number of the troops very badly by throwing them against the bulkhead, radiators, etc.

The rough weather continued for two days and then two days of fine weather were encountered, and then another whole gale which lasted for two days. No meals could be cooked or served, as the mess hall was a wreck, all tables being broken down and it being impossible to stand up without holding on with both hands tightly. After the wind went down the high

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seas continued and rainy weather, followed by a fog as the time came to pick up the light vessels in approaching New York harbor. The *Harrisburg* anchored off quarantine at 11.17 P. M., February 14th, 1919, after a trip of nine days consisting of much rough weather, rolling and tumbling about. The vessel proceeded to her berth the following morning, met by the Mayor's Committee of Welcome to Troops and the Red Cross. As the boys passed the Statue of Liberty, which appeared through the morning mist, they let out a wild cheer. The troops were disembarked immediately upon mooring to the dock and the crew were given liberty early in the afternoon. Word was received that we would sail again in a week.

During the stay of even only a week a great change took place among the faces of both officers and crew, as a large number were released, discharged or transferred.



CHAPTER VII

SIXTH VOYAGE

The only passengers received aboard for the voyage to Liverpool were 600 sailors to man some of the German ships taken over by the United States, the only cargo being a large quantity of mail, nine bags being special Embassy mail.

On this voyage the *Harrisburg* cast off and left New York at 10.45 A. M., February 22d, Washington's Birthday, all the vessels in the harbor being full dressed on the occasion of the anniversary of our first President, presenting a beautiful sight as we sailed down the river past the numerous piers. A number of the men who had been released from the Navy were on the dock as we left and no doubt hated to see the *Harrisburg* leave them behind, for there is an attachment to a ship one does not realize until he sees her pull out without him.

The vessel had fine weather most of the trip, some days having a rough following sea, although it did not necessitate slowing down. During the voyage the following vessels were overtaken and passed: *U. S. S. Seattle*, *U. S. S. Ryndam*, *U. S. S. Montana*, *U. S. S. New Orleans* and *American U. S. S. Waton*. We arrived at Liverpool March 4th at 11.40 A. M., tying up at the Huskission dock in the afternoon. All the overseas draft of sailors were transferred. The mail was discharged at once and coaling commenced the following morning. During our stay in Liverpool a number of the officers and men had the opportunity to visit London and Edinburgh and other prominent places of interest in Great Britain. The following were received on board for transportation to the United States:

U. S. Army officers.....	3
U. S. Army privates.....	415

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The following were received on board for transportation to Brest, France:

U. S. Army officers.....	2
U. S. Army privates.....	37

We pulled out of the Huskission Basin and into the river and immediately got underway for Brest at 2.39 A. M. on March 8th, 1919, and arrived there on the following day after a run of twenty-eight hours. The passage could have been accomplished in much less time, but it was not deemed necessary, as it was more economical to arrive at 7 A. M., due to the ruling that troops were never loaded before that hour in the morning.

This was Sunday, so no troops were brought on board. In the forenoon and evening divine services were held, as is customary in the Navy, the church pennant going above the ensign and flown during the services.

After coaling we received 1,800 bags of mail for delivery in the United States and quite a few passengers, tabulated as follows:

Army:

Women passengers from Brest.....	78
Army officers	59
Enlisted men of the First and Second Construction Companies	414
Enlisted men, sick and wounded, from Brest.....	630
Enlisted men, casual detachments, from Brest.....	1,122
Total	2,303

Navy:

Navy passengers, enlisted men.....	219
Ship's company, enlisted men.....	523
Ship's company, officers	44
Passengers, officers	3
Welfare workers attached	3
Army adjutant	1
Total	793

Total Navy	793
Total Army	2,303
Grand Total.....	3,096

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As soon as we were outside the harbor we ran into a moderate gale and a heavy head sea, accompanied with rainy and unsettled weather, which lasted three days, necessitating running at a lower speed. At this time we overtook the *U. S. S. St. Louis*, which was making very rough weather.

On March 15th we overhauled the *R. M. S. Orduna*, west-bound, and exchanged signals with her. The weather cleared somewhat, leaving only a moderate sea, and on the following afternoon we passed by the *R. M. S. Mauretania* close aboard and bound east. The remaining four days were uneventful, and on the morning of the 19th Fire Island light was sighted with great enthusiasm by the returning Army men. By 11.50 A. M. we had passed up the harbor and warped into pier No. 1, and by 3 P. M. all troops and mail were transferred and liberty was granted to the crew. Shortly after, orders were received to get the ship ready to put to sea again on March 26th, thus remaining one week in port.

CHAPTER VIII

SEVENTH VOYAGE

On the afternoon of March 26, at 3.35 P. M., we left New York on our seventh voyage as a ship in the Navy. We had a small passenger list, consisting of the following persons:

Thomas Smith, Sergeant, 1st Cl., U. S. A.

Thomas Wade, Sergeant, 1st Cl., U. S. A.

Hilda Wade, civilian, wife of Thomas Wade.

On the afternoon of March 28th we passed the *S. S. Baymago* with the *S. S. Jason* in tow, heading northwesterly, and also passed the battleship *U. S. S. New Jersey*, eastbound, with which we exchanged signals, asking permission to pass.

On the following day we overtook and passed the *U. S. S. DeKalb*, another of our transports, and on the following day the *U. S. S. America*, bound east. Both of these vessels previous to the war had flown the German flag.

We had fine weather practically all the way across and at 10 o'clock in the evening of April 3rd Fastnet Light, off the south coast of Ireland, was abeam. The following day was beautiful—clear blue sky and blue-green sea which is so characteristic of the Irish Sea. Early in the afternoon the beautiful snow-covered mountains in North Wales appeared, with Mt. Snowdon lifting its peak above them all, and there the cliffs of Anglesea and the steep, rugged shore of Holyhead were passed. We received the pilot and at 8.09 P. M. reached an anchorage in the River Mersey, thus taking nine days for the trip, running at an economical speed, and on the following morning we moved into the dock. Coaling was not commenced until the morning of the 7th, owing to various delays and shifting of berth. Liberty was granted as usual, and a considerable number of the men were granted seventy-two hours to go “globe-trotting.”

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While in port the remains of John Porter Sherman, a Seaman in the U. S. N. R. F., were received on board for shipment to his home in the States. Soon after coaling was completed the following passengers were received on board for transportation to Brest and for transportation home:

For Brest:

U. S. Army officer.....	1
U. S. Army enlisted men	29
	<hr/>
Total	30

For the States:

Naval officers	3
American Red Cross lieutenant	1
Marine sergeant	1
Officers' wives	5
Soldiers' wives	9
U. S. Army casual officers.....	3
U. S. Navy enlisted men, patients.....	11
	<hr/>
Total	33

63 Total

After a stay of six days in port we left for Brest on the morning of April 10th and arrived there at 10.30 A. M. on the 11th. The harbor presented a very busy sight; many ships were at anchor, including French and American men-of-war, and about fifteen ships taken over by the Allies, flying the Allied flag. Early in the afternoon wounded soldiers were received and after them we embarked the regular troops and their officers, casualties, Y. M. C. A. passengers, etc., so that on the following morning practically everyone was aboard. The following were on board:

Army:

Soldiers of the 165th Inf., 42d (Rainbow) Division..	1,900
Casuals, convalescents	600
Army officers	136
War brides	12
Y. M. C. A. passengers.....	4
Children	3
	<hr/>
Total	2,655

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Navy:

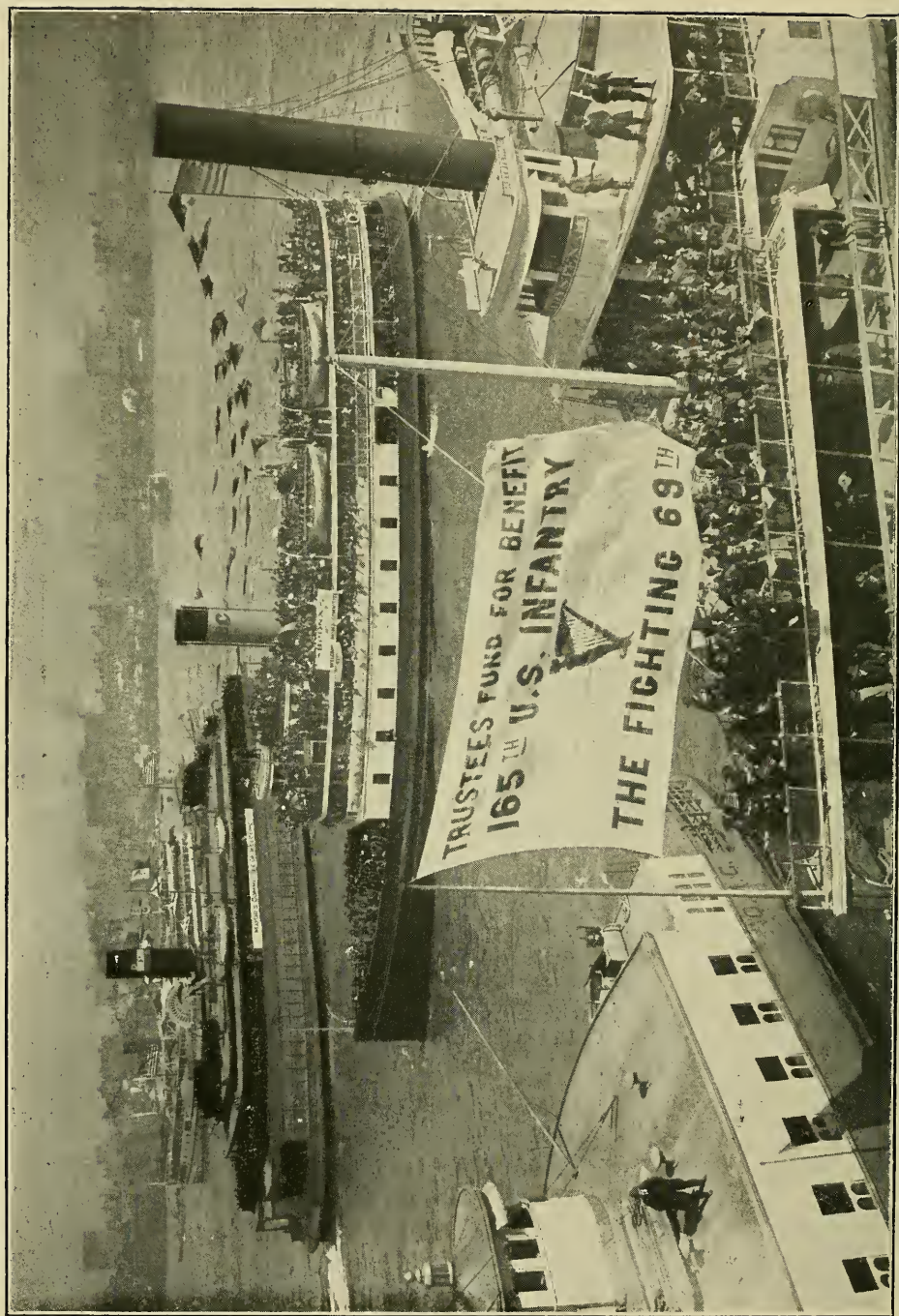
<i>Harrisburg</i> crew	535
<i>Harrisburg</i> officers	43
Army adjutant	1
Army chaplain	1

Total	580
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Grand total	3,239
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At 2.09 P. M., after a stay of twenty-eight hours, we heaved in our anchor and put out to sea. After several hours out we passed close aboard the battleship *U. S. S. Michigan*, and she was an interesting sight to see as she rolled and pitched into a head sea, and many of our seasick soldiers expressed their thanks that they were not on her; they felt, after all, their "loss" was not so bad.

On the 13th the wind was from the west, with a fresh, strong breeze, increasing to a moderate gale. The sky was overcast and later turned to rain. The monotony of the day was broken by the abandon ship drill in the forenoon, and at 4 P. M. the speed was reduced to sixty-three revolutions, an hour and a half later to fifty-eight, and in the evening finally to fifty-four, due to an increase in the wind and sea. This weather continued practically the entire westbound passage. Every other day the weather would moderate and then start to blow again worse than ever. Bad weather was reported all over the North Atlantic. The *Harrisburg* is a most seaworthy vessel and rides the waves like a cork, and at times has beaten the larger and more speedy transatlantic ships. We plowed our way through it all until finally Fire Island and Sandy Hook loomed into view, which was a welcome sight to all, and particularly so to the boys that we were bringing home, as most of them were from New York City. Only men who had been through what they had for two years could appreciate their feelings. We passed in through the Narrows and reached the Quarantine Station at 1.25 P. M. on April 21st, thus making the time of our passage nine days, two hours and thirty-one minutes, and a distance of 3,137 miles, maintaining an average speed of 14.36 knots.



THE HOME COMING OF THE OLD 69TH REGIMENT

The 165th Infantry, formerly the Sixty-ninth Regiment, N. G., S. N. Y., were given a great ovation, which began as the ship reached Quarantine. A description of which might best be told by quoting from an issue of the *New York Herald* which was published the following morning:

"New York gave its heart yesterday to the 1,962 members of its own 165th Infantry, the former Fighting Sixty-ninth, who, after nearly eighteen months' service in France, returned yesterday on the *Harrisburg*. From the moment the transport was sighted in the lower bay by the thousands of friends and relatives until the men reached Camp Mills they were greeted with cheers. The men on the *Harrisburg* included the regimental staff, Companies C and F of the Second Battalion, Companies A, B, C and D of the First Battalion, the Headquarters Company, Supply and Machine Gun Companies, and the Medical Detachment. The remainder of the regiment is due tomorrow on the *Prinz Friedrich Wilhelm*.

"New York always had a warm affection for her 'Fighting Sixty-ninth,' but it surpassed itself yesterday. Mindful of the splendid record made by the regiment in living up to its traditions, everybody joined in giving the boys a greeting that left no question in their minds as to the genuine affection felt for them. At Hoboken, where they disembarked, at Long Island City, where they entrained for Camp Mills, and at the camp the men were greeted by thousands. On the bay waved pennants, flags and handkerchiefs as the big transport came up the bay, and from the window of every skyscraper in the vicinity men and women could be seen waving to the New York troops."

Hours before the arrival of the *Harrisburg* friends and relatives of the men began arriving at the Battery, where the *Correction* was assigned to the Gold Star Mothers, and at the foot of Twenty-third Street the steamer *Grand Republic*, chartered by the present Sixty-ninth Regiment and veterans, was moored. Scores of excursion boats were on hand to carry those who were willing to pay the price, and all of them had no difficulty in getting passengers.

Shortly before 1 o'clock the *Patrol*, with the city officials,

started down the bay, preceded by the Navy Scout Boats 162 and 298. Then, following the *Correction*, with the Gold Star Mothers, on the port side of the *Patrol* and the *Grand Republic* on the starboard side, the *Gowanus*, the *Bay Ridge* and the *Gaynor* took their places in the line of boats. Nearly every boat had a band on board, and such tunes as "The Wearing of the Green," "Come Back to Erin" and "The Bard of Armagh," dear to every Irish heart, were played continuously.

From the *Grand Republic* Col. Phelan of the new Sixty-ninth had this message wigwagged to the commanding officer of the Sixty-ninth:

"The Sixty-ninth, New York Guard, welcome you home. We are glad to see you back."

Col. Donovan could be seen smiling on receiving the greeting and soon one of the signalers wigwagged back to Col. Phelan: "Thank You."

Convoyed by the welcome boats and airplanes overhead and a destroyer, the *Harrisburg*, under her own steam, proceeded up the North River to the port of debarkation at Hoboken, arriving at 3.25 P. M. To the disappointment of the troops, no band was on hand to welcome them on the dock, as is the usual custom, but when they learned that two official bands were absent on duty with the Victory Loan and the parade of the 332nd Infantry, they made up for the lack of martial music with lusty cheers.

After the *Harrisburg* had been made fast to her pier the officials of the Port Embarkation Staff went on board to greet Col. Donovan, who received them in his cabin on the promenade deck. Col. Donovan said:

"There are 1,400 of the original Regiment as it left the United States for France, and out of 108 officers there are twenty-seven remaining with us. This does not mean that they were killed. Some were transferred to other regiments and others have returned home, suffering from sickness and wounds, but the spirit of the old 'Fighting Sixty-ninth' is stronger than ever. The replacement, whether they are Jews, Italians, or

from other foreign descent, have imbibed the right spirit and are more Irish than the Irish.

"The Rainbow Division has formed a Veteran Association of its own, composed of twenty-six chapters, and the 165th Regiment will be the New York Chapter. The object of the Association is to maintain the friendships formed during the war and to honor our dead. We have also organized a committee in France to look after the men of our Regiment when they have been demobilized and to see that they all get employment and are not left stranded when they take off the uniform of the United States Army.

"Every man will be examined by the committee and asked what he was doing before the war and the kind of job he would like, and we shall exert our utmost endeavor to assist him in getting it.

"As for myself, my only ambition, now that the war is over, is to get back to private life, live once more with my family, and return to the practice of law."

In all, the losses of the 165th Infantry during the war were 2,682 men and officers wounded and 615 men and officers killed in the various sectors, as follows: One officer and 30 men at Luneville, 8 men at Baccarat, 48 men and 1 officer at Champagne, 13 officers and 268 men in the Aisne-Marne sector, 1 officer and 46 men at St. Mihiel and 5 officers and 194 men in the Argonne sector.

Sixty-two officers and men received the French War Cross and sixty were awarded the Distinguished Service Cross by General Pershing.

The Regiment advanced 55 kilometers against the enemy.

Mayor Griffin and city officials of Hoboken, Red Cross nurses, Salvation Army, Jewish Welfare Board, Knights of Columbus and Y. M. C. A. workers were gathered on the pier as the steamer docked. Just outside the pier, on River Street, hundreds of spectators stood in line waving the American and Irish flags at the boys. The welfare workers had made preparations for the arrival of the boys, and as soon as the boat had been made fast they went aboard and distributed candy, cigarettes and sandwiches to the men.

Commander H. A. Candy of the *Harrisburg* was astonished to hear that his ship had been expected to arrive in port on Sunday and that she was delayed by engine trouble.

The *Harrisburg* was just two hours late in reaching her pier, due to a little fog off the coast. We did not have any trouble with the engine. We slowed down on account of heavy seas. The schedule for the run from Brest by the United States Department is nine days, and we made it in that time plus two hours at a speed of 14.5 knots. The *Harrisburg* can still do 18 if she has the coal and the firemen, and the Navy wants her to do it. That would mean making the trip from Brest in seven days.

The rules governing transports were one week in home port, providing no repairs were absolutely necessary. April 28th, one week after her arrival, found the *Harrisburg* in readiness in every respect. A number of the crew were released from active service, but men were received from the receiving ship to take the places of those released.

CHAPTER IX

EIGHTH VOYAGE

On the occasion of this voyage the *Harrisburg* cast off lines and left her docks at Hoboken, N. J., 8 A. M., April 28th, and proceeded down the river. At 9.45 A. M. she stopped off Ambrose Channel Lightship to calibrate the radio compass, an instrument used to determine the bearing of a vessel or station sending out wireless messages. It was 1.50 P. M. before the completion of this work and the vessel proceeded on its way east, draft of ship, forward 31' 1", aft 28' 9".

At 10.20 A. M., in lat. 40° 05' N., long. 67° 00' W., we passed sister ship *U. S. S. Louisville*, westbound, and six hours later passed *U. S. S. Pretorina*, westbound to Boston, both Navy transports.

At this time the Fifth Victory Loan drive was in progress and an officer was appointed to secure subscriptions on board. The *Harrisburg* never failed to go over the top in its quota. The following article appeared in the Victory Loan issue of our little newspaper, "Sea Life":

"KEEP THE FAITH

"That These Dead Shall Not Have Died In Vain."

Seventy-two thousand Americans died in France and passed along the torch to their comrades over there and to us—their comrades in the Navy.

No nation in the history of the world was less prepared for war than was America when the war began.

No nation was better prepared when the war ended.

Guns—aeroplanes—ships—motor-trucks — gas — food — TNT—locomotives—shoes—hand grenades—bullets—searchlights—tanks—Liberty motors—shells—helmets—tents—rifles—bayonets—machine guns—battleships.

COST MONEY

Every ninety days we were landing in France nearly a million American soldiers . . . trained to fight . . . equipped to fight, eager to fight . . . ready to dash forward on the double quick to take their places in the battle line.

Every day our great fleet of ships—laden until they rode below the water—were steaming full speed ahead through German danger zones into French harbors, and unloading their cargoes of American war material upon American docks—in France.

Every day and all through the night American workmen were loading this American freight into American freight cars, and rushing it at top speed over American railways to American Armies on the American battle front—in France.

Men—money—material.

In eighteen months America raised eighteen billion dollars and spent it.

When the war ended there were over a million and a half fine American boys in our camps at home eager to fight. They were the same material that the Germans got acquainted with at St. Mihiel and the Argonne forest. It cost millions to train and equip them. They did not have their great chance. But they fought for Victory as a big part of the American fighting machine. They were ready, and the Germans knew that they were ready.

America was turning out war material so fast when the Armistice was signed, that in the next few weeks—before all machinery could be stopped—we had enough guns, clothes, ammunition, aeroplanes and trucks to equip in every detail a new army as large as the one that we already had in France.

And we have that material at the present time.

It fought to bring a speedy victory just as much as the material which was actually used. It was all ready and Germany *knew* it was ready.

Some time last summer came a German secret service agent to the German Headquarters and told the Kaiser, or Von Hindenburg, or Ludendorff, or somebody, the big things that America was doing to win the war.

And somebody gave a long loud laugh.

But the next day another report of the same kind came in, and the next day another—and the next day and the next.

Until after a little while somebody quit laughing and sent a hurry up message to Washington, D. C., that he represented the Constitution Authorities of the German people and would be glad, very, very glad indeed to talk Peace.

And would Washington please be so good as to reply promptly. Strange, isn't it? Germany had the men and she had the guns

had she had the desire to go on with the war for many months. Why then all of this rush about the Armistice in November?

There is one answer and the whole world knows it.

Germany was *scared to death*.

She knew that if she didn't quit while the quitting was good American aeroplanes would blacken her skies—American shells would blow her cities off the map—and American soldiers would be marching through the streets of Berlin singing "Hail, hail, the gang's all here," before the leaves were green again Unter den Linden.

It cost a lot of money to scare a nation to death.

General Pershing's staff reports officially that if the war had lasted six months longer one hundred thousand more American soldiers would have been killed.

One hundred thousand of these American boys that are coming back with us now would have been smiling and dying in the mud of France if the Armistice had been signed this April instead of last November.

Are we grateful to those who died?

Are we grateful to have so many boys coming back with us safe and sound?

Is there enough gratitude in the world to express the thanksgivings in our hearts because Victory came so soon.

The money you and I are putting into the Victory Loan is the money we spent to end the war six months, perhaps twelve months ahead of time.

One hundred thousand Americans in French mud.

Well, we got our money's worth.

We must all have been wearing one of those little black arm bands with a gold star on it.

Today, with the Allies, half a million American soldiers stand guard over the German border.

Half a million of our soldiers are on the job "*Over There*" to stay until the world is safe again.

It cost \$2.74 a day to keep one of these soldiers there—over one and a quarter million dollars a day. Is it worth it?

There are some other things for us to pay before we are through—before we finish our job.

Two hundred and eighty-five thousand of our soldiers were wounded in this war. Some of them are well now—some of them are not and there are some of them who will not ever be.

We've got to bind up their wounds and pay for their nursing and for some of them we've got to buy new arms and legs—three thousand and twenty-four arms and legs.

And we have got to raise the money—you and I and the folks back home—if we are to finish the job properly.

This *loan* is our business—the business of the American people as a whole, the people who won the war. And it is a good business.

There's another side of this thing, too—the investment side of it. We don't think of it very often—this matter of interest. But buying Victory Notes isn't like dropping money down a well.

Instead of saying "there it goes" when we put fifty, or a hundred, or a thousand dollars, into the Victory Loan we say "here it comes," for every single dollar that we put in comes back to us again with interest.

We Americans didn't put our money into this war because it was a good business proposition. We did not think of the interest, and we didn't care about it, either. And we don't care about it now, for its own sake.

We're not going to buy this Victory Loan because it is safe, sound and a money-making business proposition that pays good interest. That isn't the reason. But the interest is there just the same.

Every Victory note we buy—you and I—is the best possible investment we can make—the Government and people of the *United States of America* stand behind it. And the Government pledges its word that every dollar we put into the Victory *Liberty* Loan shall come back to us—dollar for dollar—with interest. Is there anything much safer than that in the world?

And now it is over. And we want to forget it and live the rest of our lives the way Almighty God intended we should live them—in Peace and Freedom and some degree of Happiness.

Seventy-two thousand Americans died in France and left a job for us to finish.

"If ye break faith with us who die
We shall not sleep, though poppies grow
In Flanders field."

The *Harrisburg* crew subscribed nearly \$12,000.00 of the Victory Loan and the officers \$5,400.00, making a total of \$17,400.00.

The ship arrived in Liverpool May 7th, 1919, at 11 A. M., beating the *Adriatic* over by several hours. The vessel was delayed a day in entering the docks, due to the congestion, and coaling was not completed until the night of May 12th; leaving the following morning at 10.30 P. M. for Brest, which she made after a run of twenty-six and a half hours, arriving at 1 P. M., May 14th, where she made her speediest getaway, leaving at 5.30 the following morning, after a stay of only six-

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teen and a half hours. The water barge was late coming alongside, or the *Harrisburg* might have left sooner.

Our passenger list was as follows:

Army:

Officers	63	
Enlisted men	1,859	
Sick and wounded.....	428	
Wives	36	
Children	12	
Total.....	—	2,398

Navy:

Officers	1	
Enlisted men	50	
Wives	17	
Child	1	
Total.....	—	69

Miscellaneous:

Marines, sick and wounded.....	72	
Ex-soldiers	11	
Congressmen	1	
Red Cross nurse.....	1	
Y. M. C. A. worker.....	1	
Total.....	—	86

Ship's Company:

Officers	39	
Enlisted men	530	
Army adjutant	1	
Red Cross	1	
Y. M. C. A.....	1	
K. of C.....	1	
J. W. B.....	1	
Total.....	—	574

Grand Total.....	3,127
------------------	-------

And we had our share of "livestock" on board, such as cats, dogs, cooties, measles, etc.!

There was no particularly rough weather encountered on the western passage, yet there was the usual seasickness among the women and troops. On each voyage the Welfare Workers

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on board do a great service in numerous ways, the most apparent being the distribution of supplies, which during the voyage was as follows:

AMERICAN RED CROSS

60 Boxes apples	30 Boxes oranges
9 Boxes lemons	4,000 Bars chocolate
25 Pounds lemon drops	2,000 Packages of gum
70,000 Cigarettes	700 Cigars
96 Boxes pickles	6 Kegs pickles
300 Bars soap	650 Magazines
1,500 Sheets paper	1,500 Envelopes
Bath robes	Pajamas

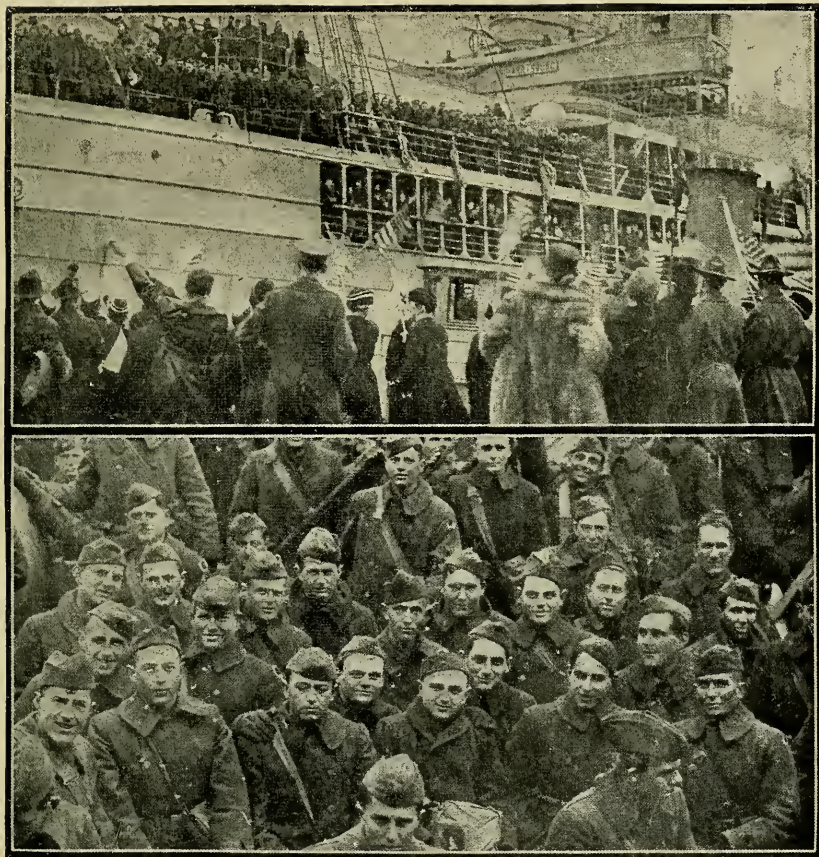
Ditty bags

YOUNG MEN'S CHRISTIAN ASSOCIATION

2 Boxes lemons	150 Cigars
3,200 Bars chocolate	450 Bars soap
400 Packages hard candy	15 Sets puzzles
64,000 Cigarettes	8 Chess games
514 Boxes matches	1,750 Paper
576 Trench checkers	1,500 Envelopes
36 Domino games	450 Lead pencils
2,500 Sheets paper	18 Baseballs
700 Magazines	1 Catcher mask
1,000 Post cards	1 Protector
6 Baseball bats	10 Movie shows, furnished jointly
16 Gloves	8 Movie shows, Naval Training Camp activities
1 Catcher mitt	
1 Baseball mitt	
700 Packages gum	

KNIGHTS OF COLUMBUS

3,600 Bars chocolate	600 Pounds hard candy
200 Packages of gum	6 Cases of cakes
30,000 Cigarettes	750 Bags of smoking tobacco
5,000 Booklets matches	450 Bars soap
3,300 Handkerchiefs	100 Checker boards
250 War games	50 Dominoes
650 Magazines	6,000 Sheets paper
2,500 Envelopes	1,500 Post cards
144 Lead pencils	Quantity short stories
36 Baseballs	1 Punching bag



OHIO'S HEROES BACK HOME

Scene on Dock at Hoboken when Transport *Harrisburg* brings
37th Division, of Cleveland, home

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JEWISH WELFARE BOARD

1,400 Bars chocolate	100 Pounds hard candy
500 Packages gum	1 Cartoon macaroons
14,000 Cigarettes	50 Cigars
500 Booklets matches	300 Bars soap
300 Trench checkers	5,000 Sheets paper
1,000 Envelopes	8,000 Post cards
450 Lead pencils	24 Baseballs

AMERICAN LIBRARY ASSOCIATION

6 Cases magazines	3 Cases books
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The *Harrisburg* reached New York May 23d, arriving at her pier at 3.30 P. M., making the passage in eight days and ten hours, her fastest return passage with troops. Upon arrival coaling was commenced immediately, as orders were received to sail Wednesday morning, May 28th, remaining in port less than five days.

At this time more than half the troops are back home and returning at the rate of 300,000 a month and faster than they were sent over. "The Navy took them over and the Navy will bring them back."

Very soon the *Harrisburg* will be turned back to merchant service and will no doubt resume her former runs and schedule in the American Line. Exceedingly well has she done her bit in this war and she will be ready to do it all over again should time ever demand, as she has twice performed in her long career. In view of the League and Peace Terms she will no doubt travel henceforth in peace but ever remaining a most wonderful example of American adaptability.

THE PEACE TERMS

REPARATION

Germany is required to pay £5,000,000,000 on account as compensation for her war crimes.

"The Allies and Associated Governments affirm, and Germany accepts on behalf of herself and her Allies, the responsibility for causing all the loss and damages to which the Allied and Associated Governments and their material have been subjected as a consequence of the war imposed upon them by the aggression of the enemy States."

While the grand total of damages assessed against Germany may exceed ability to pay, she undertakes to make compensation for all damages caused to the civilians under seven main categories, including damage caused civilians by acts of cruelty ordered by the enemy; damage caused by ill-treatment of prisoners; damage to property; damage to civilians by being forced to labor.

The total obligations of Germany to pay is to be determined after a fair hearing, and not later than May 1, 1921, by inter-Allied Reparation Commission. At the same time a schedule of payments to discharge the obligation within thirty years shall be presented.

Germany is required to pay the total cost of the Armies of Occupation from the date of the Armistice as long as they are maintained in German territory, and this cost is to be a first charge on her resources. The cost of reparation is the next charge, after making such provisions for payments for imports as the Allies may deem necessary.

SHIP FOR SHIP

The German Government recognized the rights of the Allies to the replacement, ton for ton and class for class, of all merchant ships and fishing boats lost or damaged owing to the war, and agrees to cede to the Allies all German merchant ships of 1,600 tons gross, and upwards, one-half of her ships between 1,600 and 1,000 tons gross, and one-quarter of her trawlers and other fishing boats. These ships are to be delivered within two months to the Reparation Commission, altogether its documents of title evidencing to transfer of ship's encumbrances.

As an additional part of the Reparation the German Government further agrees to build merchant ships for the account of the Allies to the amount of not exceeding 200,000 tons gross annually during the next five years.

DEVASTATED AREAS

Germany undertakes to devote her economic resources directly to the physical restoration of the invaded areas. The Reparation Commission is authorized to require Germany to replace the destroyed articles by the delivery of animals, machinery, etc., existing in Ger-

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many, and to manufacture material required for reconstruction purposes—all with due consideration for Germany's essential domestic requirements.

WILHELM TO BE ARRAIGNED

The Allies publicly arraign the ex-Emperor William II for a supreme offense against international morality and the sanctity of treaties.

The ex-Emperor's surrender by the Dutch Government is to be asked for, and a special tribunal is to be set up, consisting of one judge from each of the five great powers. The tribunal is to be guided by the highest principles of the international policies and is to have the duty of fixing whatever punishment it thinks should be imposed.

Military tribunals are to be set by the Allies to try persons accused of acts of violation of the laws and customs of war, and Germany is to hand over all persons so accused. Similar tribunals are to be set up by any particular Allied Power against whose nationals criminal acts have been committed. The accused are to be entitled to name their own counsel, and the German Government is to undertake to furnish all documents and information the production of which may be necessary.

RESTORATION

Alsace and Lorraine returned to France.

"Greater recognition of the moral obligations to repair the wrong done in 1871 by Germany and the people of Alsace-Lorraine the territories ceded to Germany by the treaty of Frankfort, are restored to France with their frontier as before 1871 to date from the signing of the Armistice and to free all public debts."

All public property and all private property of German ex-Sovereigns, passes to France without payment or credits. France is substituted for Germany as regards ownership of the railroads and rights over concessions of tramways. The Rhine bridges pass to France with the obligations for their upkeep.

THE SAAR BASIN

In compensation for the destruction of the French coal mines France is ceded full ownership of the coal mines in the Saar Basin and the value will be credited against the Reparation account. The territory will be governed by the League of the Nations and wide local rights, including religious liberties, the right of assembly, languages, and school are to be retained. If after fifteen years the people by plebiscite show desire to return to Germany the latter must buy out the French owners and the League will determine how much coal will be still supplied France.



BELGIUM AND LUXEMBURG

Belgium is ceded Eupen and Maledy districts as well as Moreanet, including part of Prussian Moresnet. If, however, the people of the last mentioned district object to this arrangement the League of the Nations will decide.

Luxemburg is taken out of the German Zollverein and her neutrality is abrogated.

DENMARK, HELIGOLAND AND RUSSIA

The frontier between Germany and Denmark is to be fixed in accordance with the wishes of the population, a vote being taken in Northern Schleswig as a whole, and in a portion of Central Schleswig by communes. Ten days from the peace German troops and authorities must evacuate the zone concerned.

The fortifications, military establishments, and harbors of the islands of Heligoland and Dune are to be destroyed, under the supervision of the Allies, by German labor and at Germany's expense. They are not to be reconstructed, nor any similar works to be constructed in the future.

Germany is to recognize and respect the full independence of all of the territories which formed part of the Russian Empire. Germany is to accept definitely the annulment of the Brest-Litovsk Treaty, and of all treaties or agreements of all kinds concluded by Germany since the revolution of November, 1917, with all Governments or political groups on territory of the former Russian Empire. The Allies reserve all rights on the part of the Russians for restitution and satisfaction to be obtained from Germany on the principles of the present Treaty.

CZECHO-SLOVAKIA, POLAND AND DANTZIG

Germany recognizes the entire independence of the Czecho-Slovak State, including the autonomous territory of the Ruthenians south of the Carpathians, and accepts the frontiers of these states as they may be determined, which in case of the German frontier shall follow the old frontier of Bohemia in 1914.

The usual stipulations as to acquisitions and change of nationality follows:

Germany ceded to Poland the greater part of upper Silesia, Posen and the Province of West Prussia on the left bank of the Vistula. A Boundary Commission shall be constituted within fifteen days of the peace to delimit the boundary.

The southern and eastern frontiers of east Prussia as facing Poland is to be fixed by the plebiscites. In each case the German troops and authorities will move out within fifteen days of the peace, and the territories be placed under an international commission of five mem-

bers appointed by five Allied and Associated powers with the particular duty of arranging for a free, fair and secret vote.

Dantzic and the district immediately about is to be constituted into the free city of Dantzic under the guarantee of the League of the Nations. A high commissioner appointed by the League and resident at Dantzic shall draw up a constitution in agreement with the duly appointed representative of the city, and shall deal in the first instance with all differences arising between the city and Poland. A convention shall be concluded between Poland and Dantzic which shall include Dantzic within the Polish customs frontiers, though with a free area in the port.

THE OVERSEAS EMPIRE

Germany is to have no overseas empire. She renounces in favor of the Allied and Associated Powers her overseas possession with all rights and titles therein. What exactly is to be done with the former German colonies will be decided by the League of the Nations.

Germany cedes to Japan all rights and privileges, notably as to Kiao-Tschau and the railroads, mines and cables acquired by her treaties with China of the 6th March, 1898, and by other agreements as to Shantung. All German State property, movable and immovable, in Kiao-Tschau is acquired by Japan free of all charges.

Germany recognizes the British Protectorate of Egypt.

GUARANTEES

As a guarantee for the execution of the treaty, German territory to the west of the Rhine, together with the bridgehead will be occupied by Allied and Associated troops for fifteen years. If the conditions are faithfully carried out certain districts will be evacuated at the expiration of five years and other after ten years. Breach of faith by Germany will lead to reoccupation immediately even after the fifteen years. If before the expiration of the fifteen years Germany complies with all undertakings resulting from the present Treaty the occupying forces will be withdrawn immediately.

MILITARY

The German armies must be demobilized within two months as the first step towards international disarmament.

There must be no more conscription in Germany and the voluntary long service army (this to avoid passing long service or trained men into the reserve) is not to number more than 100,000 effective.

The function of the German army is to keep internal order and control of the frontiers. The High Command is to confine itself to administration duties, and it will not be allowed to retain a General

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Staff. Stringent measures limiting production of warlike material are stated. The German Government arsenals are to be suppressed and their personnel dismissed. Germany is prohibited from manufacturing armaments and munitions for foreign countries, and from importing them from abroad. Germany must not maintain or construct any fortifications situated on German territory less than fifty kilometers east of the Rhine, and in the above area no armed forces, either permanent or temporary may be maintained.

NAVAL

The Naval terms provide that within two months the German Naval Forces in commission must not exceed six battleships, six light cruisers, twelve destroyers and twelve torpedo boats. No submarines are to be included. After the expiration of two months the total exclusive personnel of the Navy must not exceed 15,000 and a maximum of 1,500 officers and warrant officers.

The German surface warships interned in the Allied or neutral ports are to be finally surrendered. Within two months certain additional warships, enumerated in the Treaty and now in German ports, will be surrendered in Allied ports. Except under specified conditions for replacement, Germany is forbidden to construct or acquire any warships; the construction of any submarines whatever is prohibited.

In order to ensure free passage into the Baltic, Germany is not to erect any fortifications in certain specified area nor to install any guns commanding maritime routes between the North Sea and the Baltic. Existing fortifications within those areas are to be demobilized and guns removed.

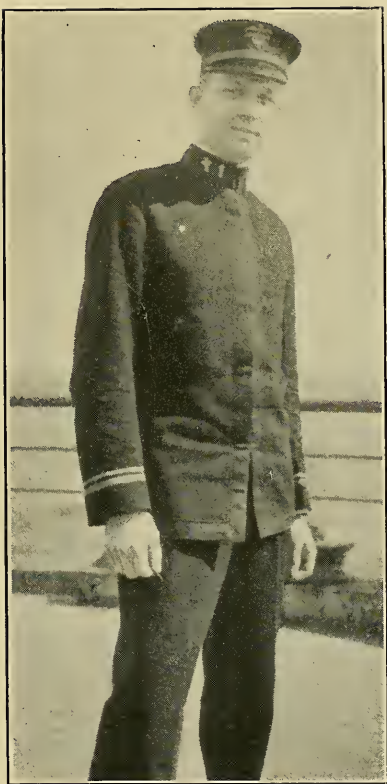
AIR

The air clauses provide that the armed force of Germany must not include any military or naval forces. Germany is, however, to be allowed to maintain a maximum of 100 seaplanes up to October 1, 1919, to be exclusively employed in searching for submarine mines.

The manufacture of aircraft and parts of aircraft is forbidden throughout Germany for six months.

All military and naval aircrafts (including dirigibles) and aeronautical material are to be delivered to the Allied Associated Governments within three months except for the 100 seaplanes already specified.

The Kiel Canal is to remain free and open to ships of war and merchant shipping of all nations at peace with Germany. Subject goods and ships of all States are to be treated on the terms of equality in the use of the canal, and charges are to be limited to those necessary for the upkeep and improvements of the canal, for which Germany is to be responsible.



LIEUT. FRANCIS LEE ALBERT
Chaplain Corps, U. S. N.

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Any rights Germany has in Liberia are renounced and commercial treaties and agreements are abrogated. With regard to Morocco the case is similar and Germany undertakes not to intervene in any negotiations as to Morocco between France and other powers, accept all consequences of French Protectorate, and renounces the capitulations.

The treaty contains detailed provisions for securing that Germany shall not discriminate directly or indirectly against the trade of Allied or Associated countries.

Germany undertakes to protect the trade of the Allies against unfair competition, and in particular to suppress the use of false marking and indications or origins, and on conditions of reciprocity to respect the laws and judicial decisions of Allied and Associated States in respect of regional appellations of wines and spirits.

CHAPTER X

ENTERTAINMENTS AND WELFARE

In no place more than in the Navy is it more true that "all work and no play makes Jack a dull boy." We have all recognized that fact and provided against it. Anyone who imagines that life on the rolling deep is one continuous round of monotonous routine should take a second squint at this sample list, copied from "Sea Life," of "Going Over Entertainments":

BETWEEN NEW YORK AND LIVERPOOL

Each noon on deck at 12.30 and each evening in the Mess Hall at 7.30 our band will give a good half hour's concert.

Monday, April 28—"Good-Bye, Little Old New York." Double movie show in the Mess Hall: 1. "Emmy of Stork's Nest," five reels; 2. "Her Own People," seven reels.

Tuesday, April 29—Backward Longings! This is boxing night; let's make it a good, lively evening with a half-dozen snappy bouts.

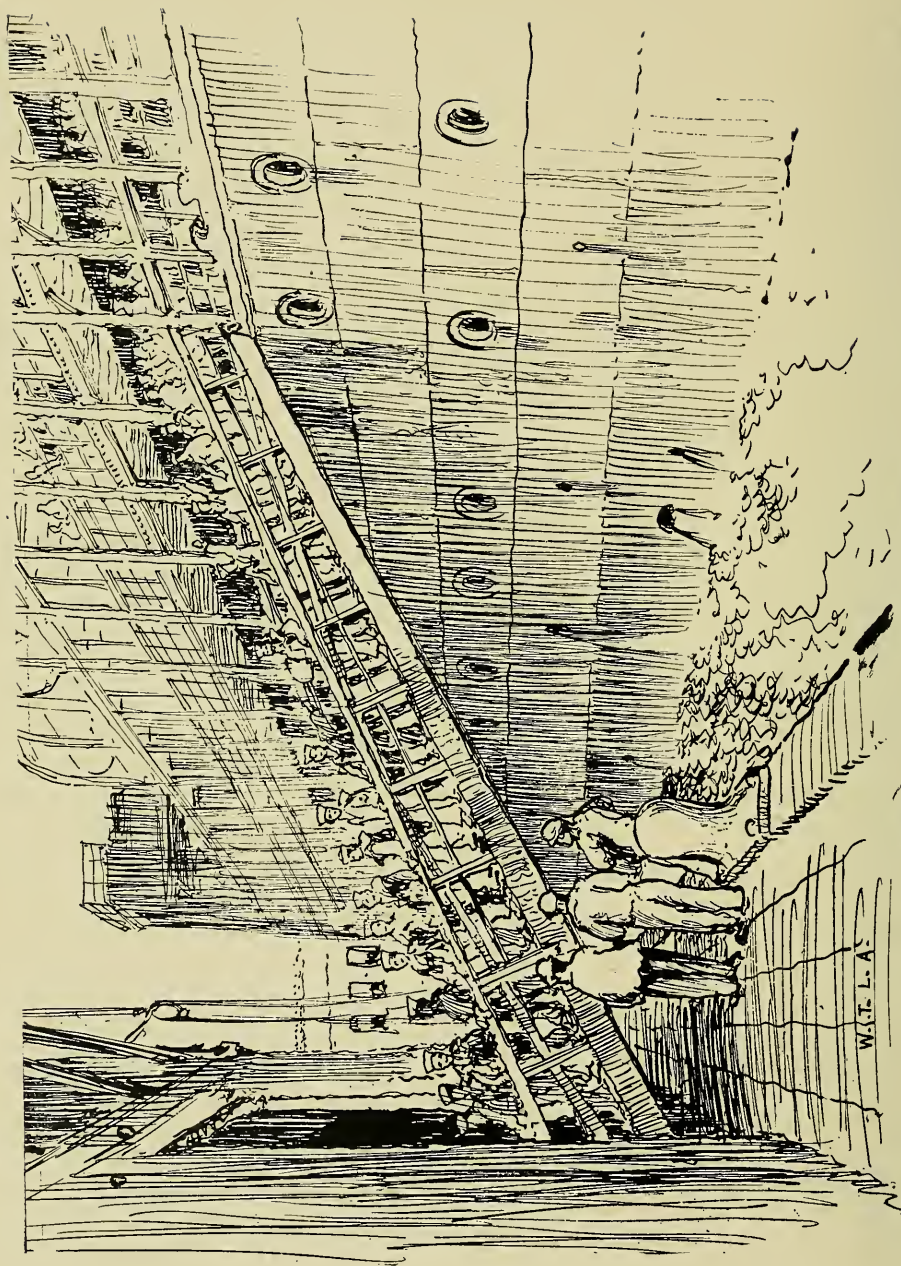
Wednesday, April 30—No liberty tonight. Stay aboard and enjoy one or both shows: 1. "Spirit of Romance," five reels, Vivian Martin; 2. "Emmy of Stork's Nest," five reels.

Thursday, May 1—May Day ashore. Tonight we'll sing from the New Navy Song Books, with Secretary Heilbrunn leading. Keep your book carefully; it's yours to keep.

Friday, May 2—Half-way today; we'll forget our work and worries tonight, with an evening of wholesome fun; come across with some new stunts.

Saturday, May 3—"I May Be Gone for a Long, Long Time." No forty-eights this week-end, but two shows in the Mess Hall tonight: 1. "Her Own People," seven reels, Ethel Barrymore; 2. "Neatness and Despatch," five reels.

Sunday, May 4—Our day of rest and worship. Chaplain Albert will preach at 9.30 A. M. "Dad's" Bible class at 2 P. M. Evening hymns and Chaplain's talk.



LIBERTY PARTY SHOVING OFF—LIVERPOOL

Monday, May 5—Blue Monday? No! Movies tonight, a double-header:
1. "Spirit of Romance," five reels; 2. "Shore Acres," five reels.

Tuesday, May 6—How about Liverpool liberty? Baseball tomorrow—
Wha'd 'ya say?

Sometimes we have all three movie machines operating at the same time—on Deck, in the Ward Room, and in the Mess Hall. Regularly we provide two entertainments each evening, so that whether a man goes on or comes off watch at 8 o'clock he has his show.

But the "Going Over" and the "Coming Back" entertainments are not all. We have them both over here and over there, and happy times they are, too, as you may gather from this brief report taken from "Sea Life":

OUR SHIP'S DANCE AT LIVERPOOL

All members of our Ship's Company turned out, stepping high, wide and handsome, on Friday evening, May 9, 1919, when the Welfare Committee tendered a crew's dance at Yaman Hall, 59 Bold Street, Liverpool, England. Each "gob," chief and officer brought along his best sweetheart, dolled up to kill, and had the time of his young life, dancing to the jazzy tunes of the ship's snappy band. Our wonderful musicians created quite a *furore* by playing their instruments all over the hall for each dance. It sure made the "duckies" sit up and take notice. All hands were happy and the dainty refreshments added internal satisfaction. We all look forward to our next arrival in Liverpool, when we expect to stage another "tea dansant." Cheero, old thing.

Under the skillful and generous direction of Miss Edith Whitney Shaw, representing the War Camp Community Service, we have had two distinctly successful *Harrisburg* dances in the Hoboken High School.

We staged several "stag" dances aboard, but we always have a better time when our friends, the nurses from St. Mary's Hospital, come aboard to dance with us.

Probably no single entertainment will be remembered longer or more happily by us all than our big "Victory Ball" given in the Grand Ball Room of the Commodore Hotel on March 24, 1919. We cannot record that event in a better way than by quoting from the report in "Sea Life":

VICTORY BALL IS A GREAT SUCCESS

Led by their gallant Captain, and reviewed by Commander Henderson of Admiral Gleaves' Staff, the crew of the good ship *Harrisburg* attacked Chateau Commodore late Monday night and succeeded in breaking through to a glorious victory. Many well-planned and wonderfully executed attacks have been made in that region, but, according to the natives, this was by far the most successful.

About 8 o'clock our outposts advanced to spy out the territory and prepare for the coming of the main guard. Following them came that band of music makers with their highly polished weapons. Stationing themselves near the center of the scene, they quickly dispelled the silent enemy and for six hours kept up the merry din of raging battle.

When our Captain and his party appeared a triumphant shout of welcome was raised by those hundreds who were already well in possession of the situation. The Victory celebration was on in full swing.

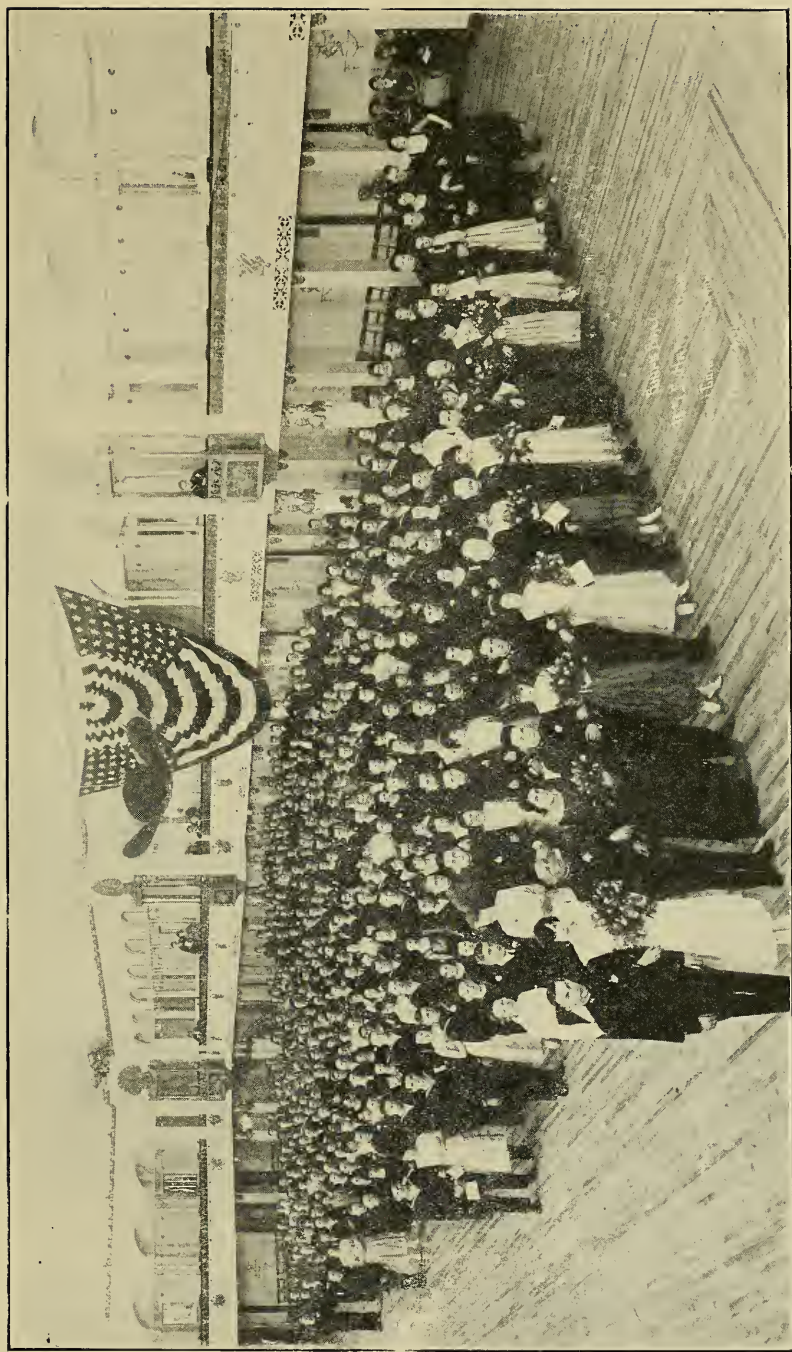
The Printing Committee had arranged a tasteful souvenir dance program, containing a reproduction of our good ship during the camouflage war days; a detailed history of her escapades during thirty-two years; a varied dance order containing thirty-two dedicated numbers, and names of the various committees and members of the band. Those programs will be kept through the years as a source of joy and a happy remainder of other days.

While ever-changing colored lights shot their soft rays across the Grand Ball Room, our sturdy men with their beautiful maidens glided gracefully in and out among the shadows to the strains of wonderful music, coming now from the orchestra in the balcony, now from the band on the floor. Beauty reigned supreme. It would take a society editor with a Webster vocabulary to describe the gowns. We're unsophisticated; we hesitate.

At 1 o'clock the Grand March began, under the direction of Chief "Roxy" Moore. Captain Candy led, accompanied by Miss Anna Marie Ring. Following them were Lieutenant-Commander Tillett with Miss Smeades, Chief Engineer Joyce with Miss McCabe, Dr. Cuthbertson and Miss Draper, Lieutenant and Mrs. Smith, Lieutenant and Mrs. Feineman, Lieutenant and Mrs. Miller, Lieutenant and Mrs. Reiber, Ensign Holt with Miss Royce, and Gunner and Mrs. Marlin. Each of the ladies were presented with a handsome bouquet of large red roses.

At the conclusion of the Grand March a photograph was taken, and now that the pictures have come, everyone declares that it is the clearest, best focussed and best arranged flashlight they have ever seen. All are so distinct that each picture should prove a memory-sweetener of the Big *Harrisburg* Party.

After the Grand March the 588 participants repaired to the dining-room, where all were seated at once and a delightful buffet luncheon



SHIP'S BALL, HOTEL COMMODORE, NEW YORK, MARCH 24, 1919

U. S. S. H A R R I S B U R G

served, consisting of sandwiches, chicken croquettes, ice cream, cakes and coffee. At 1.30 dancing was resumed until the soft strains of "Home, Sweet Home" reminded us that it was nearing 3 o'clock.

As they entered each guest had received a large white carnation, and as they passed out each was handed a folder containing a large picture of the *U. S. S. Harrisburg*, taken while she was steaming slowly into port the previous Wednesday with her human cargo of 3,104. By most of us these will be framed and kept always.

We have heard many enthusiastic comments, such as these: "When can we have another ball?" "If you'll have another the next time in, you can have my whole month's pay," etc., but Dr. Cuthbertson summed it up well when he said, "I have attended nearly a dozen similar Naval affairs, but none of them ever moved off so smoothly and happily."

To the members of the four committees who served ably and faithfully we owe a thousand thanks, particularly to the Committee on Arrangements. They gave up much of their leisure time for more than a month, planning ahead and working out the hundred puzzling details. Their co-operation and untiring efforts made the ball a glad reality. We rejoice that there is an increasing abundance of that spirit of unselfish service.

Yes (ha! ha!), we do other things for amusement besides dancing. Our weekly program reserves Sunday for worship; church in the morning, Bible Class in the afternoon, and a Sacred Song Service and Chaplain's talk in the evening.

Mondays, Wednesdays and Saturdays are movie nights.

Tuesday is for boxing, and, believe us, bo', we have *some* exhibitions of the manly art of self-defense, particularly when the ship is loaded with her human cargo of troops.

Thursday is Song Night, with an occasional Chaplain's talk sandwiched in. And if you think sailors can't sing, you should get a new "Navy Song Book" and find a place on one of the Mess Hall benches on a Thursday night, when the band is jazzing along, with "Bob" leading, and hear the *Harrisburg* gobs raise "Lil' Liza Jane."

Then Friday night, according to the regular program, is "Stunt Night," when we "pull off" anything for wholesome fun from swat club games and rope spinning to pie-eating contests.

Often we vary the schedule with a "smoker" or some other little affair that we know is appreciated from such overheard remarks as, "Gee, this is the best yet—makes a fellow think it's his birthday."

on the good old HARRISBURG. With all the little ups and downs and worries, life for him has still been pleasant, very pleasant--made so by the friendship and co-operation of superiors, colleagues, and subordinates alike. He will miss the HARRISBURG for many a day.

OOO

IN APPRECIATION

The Song Service on Sunday was certainly appreciated judging by the large attendance and the enthusiastic comments afterward. Thanks are due to the ladies and gentlemen who cooperated so heartily in rendering the service.

OOO

PERSONALS

FOR SALE: Baton in good condition. Apply Gihler.

WANTED: One hash mark. L'herrault, G.S.K.

FOR SALE CHEAP: One blue shirt. Apply Nelson.

Peaches are out of season, says the doctor, even if they ARE to be had in crates at Paris cafes.

PRIZE CONTEST

What is the difference between "parasite" and "partsite"? Prizes for the best answers. First prize will be a gold mounted slice of roast beef. Second prize, a piece of pickle. Address Contest Editor.

Who was in room twenty-seven?

gratulations and thanks to these ladies, who have done so much to relieve the monotony of the voyage.

OOO

SMILES

OUR FRIEND, MR. MILLER

Lieutenant (I beg your pardon, CHAPLAIN) Miller was waiting on one of the war-brides.

Mr. Miller: "What can I do for you, Sister?"

War Bride: "Have you any good books to read?"

Mr. Miller: "Have you read 'Freckles'?"

War Bride (frowning): "Oh no, sir. That's only my veil."

THINGS WE SHALL MISS THINGS WE'LL REGRET

Roast Beef

Saturday Inspection

Squigees

Slice Bars

Paint Pots

Hammock Scrubbing

Mess Gear

Coaling Ship

Masters-at-Arms

Pay Day

Liberty Call

Lime Street

"Acey Deucey"

Chicken Fricassee

"Bandy" & Co.

Paris

Duckies

SEA LIFE (?)

"Should auld acquaintance be forgot,
And never bro't to mind?

Should auld acquaintance be forgot,
And days of auld lang syne?"



Fold-out Placeholder

This fold-out is being digitized, and will be inserted
future date.

SEA LIFE

A Weekly Paper, Established January 24, 1919

Published "Somewhere" by the

U. S. S. HARRISBURG

Distributed on Fridays to all
who sail the seas with us

Captain Candy, Commanding
Ensign Joseph, Managing Editor
Contributors—Everybody
Printed in the Ship's Printing Office by
Henry Wuestefeld

IN GOD'S COUNTRY, FRIDAY, AUGUST 29, 1919

Contributions welcomed via the Mail Box

**"I pledge allegiance to my flag and to the republic
for which it stands; one nation indivisible,
with liberty and justice for all."**

A WORD FROM THE EDITOR

This is the last issue of SEA LIFE. We hope that the few numbers we have placed before you have met with your approval. If not, we are sorry. If so, we are amply repaid in the thought that we have contributed a mite to your enjoyment of life on the HARRISBURG.

And if, perchance, it is permissible to drop the editorial, WE and adopt a little warmer, more personal attitude, the editor writes to announce his departure at having been with you for a bit

ENCORE!

The evening of August twenty-second is one to be remembered by the officers, doughboys, and gobs who were fortunate enough to secure seats or standing room in the messhall. The messhall was crowded at 7.15. After a short preliminary performance by our "string artists," our ship's band opened the program. The cries of "all for you, Pandy" were sufficient to let Mr. Gilder and his boys know that they had done well. The band was followed by Miss Harriet M. Gates, of New York City, who, accompanied by Miss Kathleen Morris, of Savannah, Ga., at the piano, rendered several delightful violin selections. Then came Mrs. Florence Redfield, of Brooklyn, N. Y., whose impersonation of a "regular guy" in Sunday school brought to mind Mark Twain's humorous description of "Tom Sawyer" and the red, white and blue tickets.

Mrs. Redfield was followed by Mrs. Gladys Bumstead, of Columbus, Ohio, who won her way into the hearts of all with her songs, and who had Commander Joyce on his toes when she sang "Comin' Thru the Rye," reminding Mr. Joyce, no doubt, of the days when he came "thru the rye."

The next number was a violin solo by Miss Lucille Collette, of New York City, accompanied by Mrs. Bumstead at the piano. Three encores were necessary to satisfy the audience. The entertainment was brought to a close by Miss Jane Dillon of Cleveland, Ohio, whose recitation of "Hop O' My Thumb" and other anecdotes amused the boys immensely.

The officers and crew of the HARRISBURG offer their con-

Minstrel shows from time to time add to the joviality aboard, but for the old reliable entertainment we hand the laurels to our band of merry music makers, always ready, always willing—none better.

Dancing, singing, playing, looking or listening, the *Harrisburg* sailor is a true sport, appreciative and enthusiastic. We are jolly good sailors all.

OUR SHIP'S NEWSPAPER

The puffing little tugs chugged us into our berth; the ropes were made fast and, before a single eager soldier could put his restless feet on the dock, that greedy little army of reporters came crowding "double time" up the gang-plank. We don't embrace newspaper men, we endure them—but this time it was different.

The first question they asked us was, "Can we have copies of your Ship's Paper?" Our reply expressed our curiosity: "How did you know we published a paper?" And the answer was what won our hearts: "All the best ships are publishing papers; we judge a ship's spirit by its paper."

Now that wasn't an individual compliment for the *Harrisburg*, but it made us feel mighty good. We puffed our chests out an extra two inches with true nautical pride and produced the copies—with no apologies. The little sheet speaks for itself.

We weren't ashamed of it then, and we never have been. It's our paper, printed in our shop, "for the good of our ship." Its editor is our Chaplain; its publishers are our printers, Haberman and Wuestefeld; its contributors are "everybody"; its readers are "all hands," the soldiers who "sail the seas over" with us, and the "folks back home."

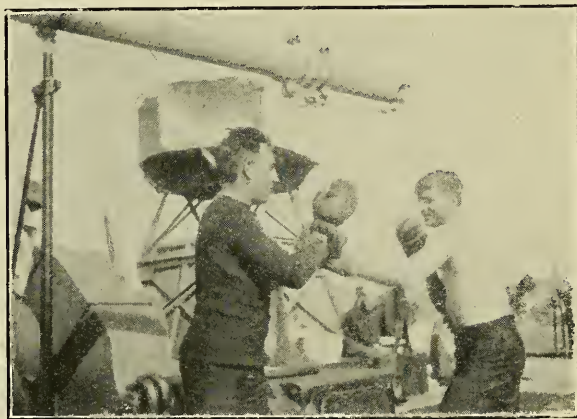
"Sea Life" serves a triple purpose: (1) It is our best announcement sheet; (2) it instructs us with its news and editorials and amuses us with its cartoons and jokes; and (3) it is the record of our trips, which goes home regularly, there to be read by our dear ones and then filed by loving hands as our "Sea Life" diary.

The paper, coming every Tuesday and Friday, has unquestionably done more than any other one thing to bind us together as a crew and to create that intangible but splendid *esprit de corps* which makes our ship so fearfully famous to our enemies and so famously friendly to ourselves.

We began publishing "Sea Life" when the *George Washington's* "Hatchet" was the only other paper to our knowledge in the Cruiser and Transport Force, and we shall continue as long as the "Old Harry" is needed by her Uncle Sammy.

ATHLETICS

The Navy fosters athletics, but the sea doesn't. Life on the briny blue keeps us physically fit, all right; but the rolling waves do not train track men nor develop football stars. We have the brawn and the brains—in other words, the spirit is willing—but we lack the time and the place. And all this is even more true in the Transport Service than in the Fleet.



BOXING

From the beginning the ever-present "Y" has kept us supplied with a full complement of boxing gear. Everybody knows—some gladly, some sadly—that a sailor is handy with his fore-

paws; many and memorable have been out fisticuffs and escapades. On our regular weekly program of entertainments Tuesday is Boxing Night. After the Captain of the Hold has stretched the ropes, and the Crew's Welfare Committee has placed the seats, many a Tuesday night the old Mess Hall has resounded with merry cheers as each Division called for its favorites or backed its own. A boxing champion is the ship's idol. Names like these will remain indelibly in memory's history as frequent participants in the "manly art of self-defense": O'Donnell, 3 (Ship's Champion); Kuhlman, 2; Landreth, 1; Fitzgerald, 4; Donahue, 4; Kohler, 5; Anderson, 5; Clarke, 6; Sellars, 7; Pond, 7; Phillips, 7; Placides, 6; Ronolo, 6; Drummond, 5; Waclawski, 1, and Wildman, 5.

OTHER SPORTS

While we have lacked a suitable wrestling mat, "Whitey" Daniels has amply demonstrated his right to wear the laurels as our Champion Wrestler. There are other indoor sports possible on ship-board that deserve mention here. For example, four punching bags have been completely knocked out. The rope net, stretched on the starboard side of the promenade deck amidships, have saved many an outward bound medicine ball from a watery grave. Soccer has ruined more shoes and shins on the *Harrisburg* than the Germans ever will. The rope quoits furnish a rather tame form of exercise; but we have pained our sides laughing at the swat club games. We scarcely know whether to include this under the caption of athletics, but the *Harrisburg* lays undisputed claim to have harbored in one Hauser the pie-eating champion of the Navy.

BASKETBALL

In the line of major sports, the *Harrisburg* enters for basketball and baseball honors. Athletic Director Davis of Stevens' Institute generously gave us the use of the Walker Gymnasium floor for basketball practice. The whole Ship's Company was invariably pleased with our Five, and the *Von Steuben* was the only ship in the Transport Service that humbled our pride. We had the satisfaction once of beating St. Mary's Hospital Port

Champions, who lost only two out of twenty-four games all season. Our regulars were Shaw (Captain) and "Red" Bothwick, forwards; "Whitey" Daniels and "Doc" Rackleff, guards; and Hauser, center. Kuhlman, Dietzman, Nyberg and Tinker were ready substitutes. Always when we played in the Hoboken High School Gymnasium we finished the evening happily with a dance under the chaperonage of Miss Edith Shaw of the War Camp Community Service.

BASEBALL

So many lovers of America's great national game have been candidates for the *Harrisburg* Nine that at this writing we hesitate to name the regulars, as changes are yet to be made in the ship's line-up. However, we are ready at the first opportunity to cross bats with any other vessel in the Cruiser and Transport Service. We have recognized the ideal of true athletics, namely, to get as many men playing as possible. And a number of divisional teams have been organized, resulting in good-natured rivalry and much fun. We carry twenty-seven uniforms, twenty-four gloves, ten bats, etc., besides the other regular equipment, and already we have enjoyed five ship's games. During one stay in Liverpool the Black Gang trimmed the Deck Force to the tune of 16 to 14, and then turned around and beat the ambitious officers 12 to 2, while McGovern's Cubs took a 16 to 10 game from Morganstern's Huskies. During good weather we keep the nets stretched on deck, and the men have opportunity to work out across the low after hatch as they choose. So, even out on the bosom of the deep, the spirit of play is encouraged and it has done much to make ours a happy ship.

DIVINE SERVICES

Church on shipboard is often conducted under circumstances that are scarcely conducive to a worshipful atmosphere. Fortunately for us on the *Harrisburg*, our present Crew's and Troop's Mess Hall was the first-class dining-room in the old American Liner *Philadelphia*. Overhead, much of the beautiful glass-work and elegant carvings of the old days remain untouched,

and the high, arching ceiling lends a "churchy" air to a room that would otherwise be commonplace indeed. The greasy deck, the creaking mess tables, the noisy benches collapsing just at the inopportune time, and the notorious rolling of the old ship herself,—all these and the other conditions make it often difficult for the Chaplain and unpleasant for the men.

But, despite the handicaps, we rejoice that, whenever we will, wherever we are, we may worship the Almighty. And we endeavor to forget the material surroundings, remembering that "God is a Spirit, and they that worship Him must worship Him in spirit and in truth."

So, every Sabbath morning at sea, the church call is blown, and the Chaplain's flag is hoisted, while worshippers sing their praises, offer their prayers and listen to the message. At 2 in the afternoon the faithful gather in the Army Officers' Ward Room for Bible study. And in the evening at 8 the band renders an appropriate concert, we have a Sacred Sing and another Chaplain's talk.

In port, the Church Party "shoves off" at 10, returning at 1; and in the evening the Chaplain's Church Party goes in a body to hear some eminent minister with a promising message. The recognition and welcome accorded *Harrisburg* men on these occasions by warm-hearted Christians make us always glad we have gone.

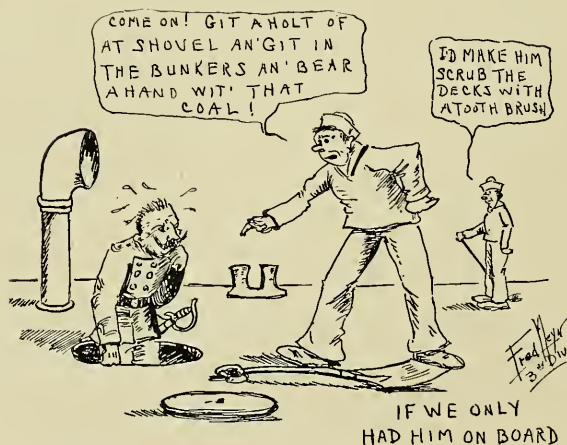
From time to time we have had with the troops such notable chaplains as Orin B. Caward, of Chicago, and Francis P. Duffy, of New York. For three happy months Cecil H. Lang, Army Chaplain, traveled with us and generously served both crew and troops. And then "Dad" DeKay, our genial Y. M. C. A. Secretary, with thirty years' ministerial experience, has been always ready, always willing. Although none of the three Red Cross Majors, nor the K. of C. or Jewish Welfare Secretaries who have been attached to this ship have participated in public worship, they have served acceptably in their spheres and have done much to keep up that morale of which we are justly proud.

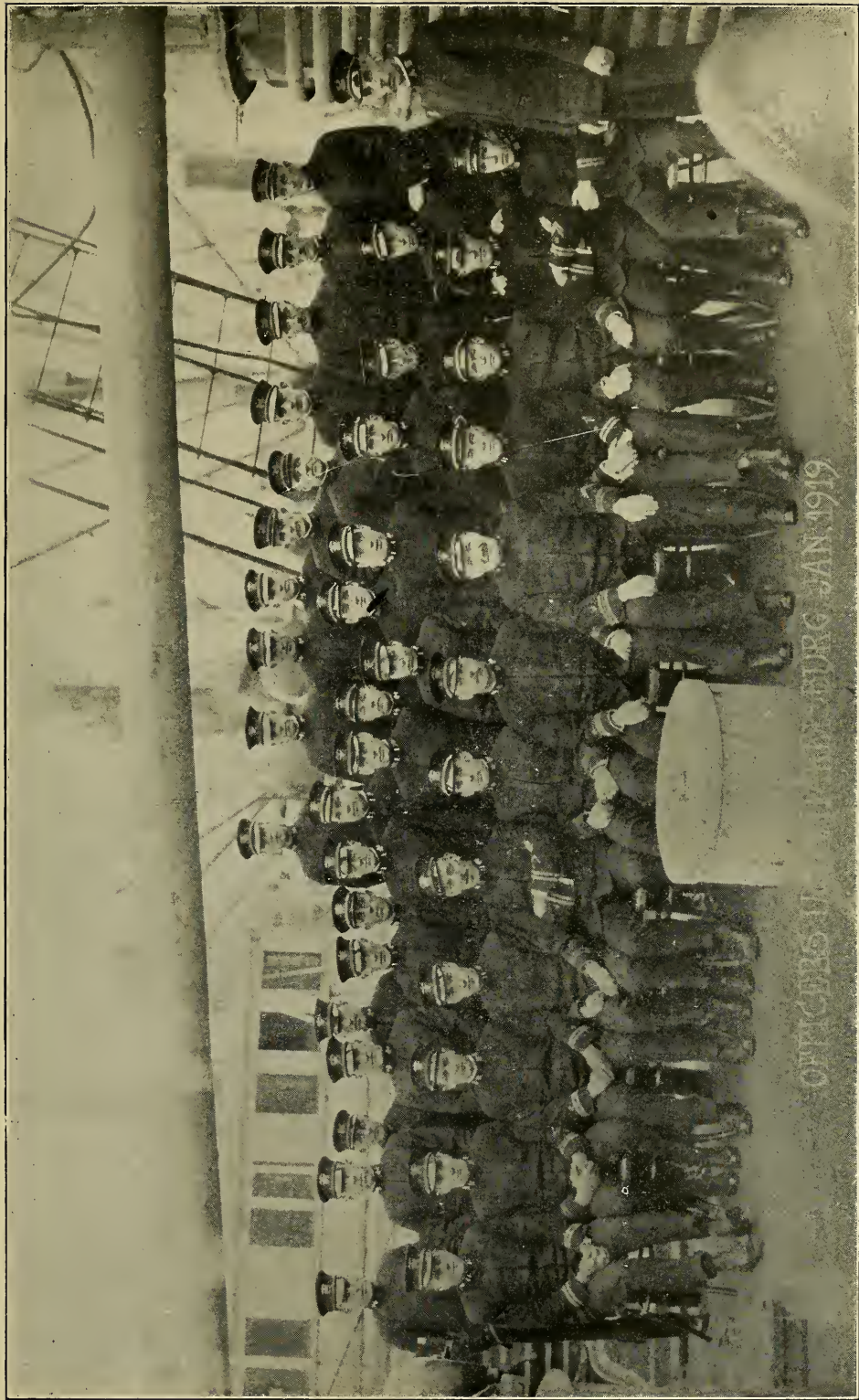
In the old days, during the war, soldiers and sailors alike were naturally religious. We have laughed at the colored troops going over who "shot crap" while the sea was smooth but who, when the old ship began to roll and pitch, immediately held a prayer-meeting. We've laughed, and then we've done the same thing, only differently. The Chaplain has, in the danger days, addressed an audience of 750 earnestly attentive sailors, and taught a Bible Class with 400, gobs only, present. And now, alas, how soon we go back to "crap shooting"—sometimes there are not fifty faces to count!

But "despite his faults, we love him still," and every sailor, no matter how "salty" his exterior, nor how "hard-boiled" he would appear, is religious in his heart of hearts. And most of them are Christians, though seldom do you find one keen about publishing that fact by over-zealous church attendance.

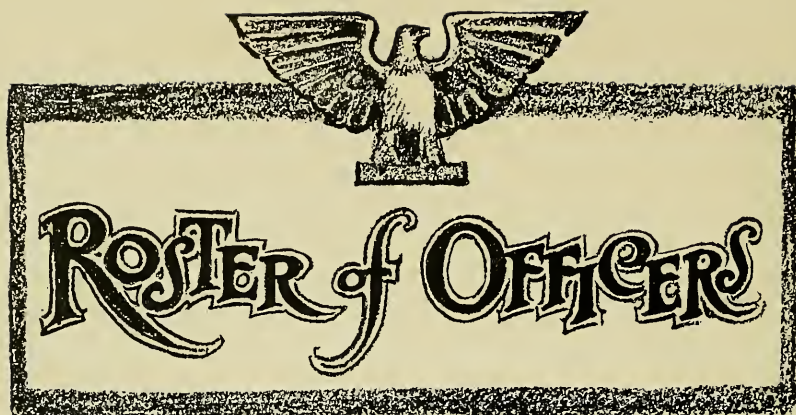
FRANCIS LEE ALBERT,

Lieut. (j.g.), Chaplain Corps, U. S. N.





OFFICERS AND CREW OF THE U.S.S. OREGON JAN. 1919



At Signing of Armistice

Commanding Officer

Commander HENRY A. CANDY

Watch and Division Officers

Lieut.-Com. R. V. TILLET
Lieut.-Com. WILLIAM JOYCE
Lieut. WILBUR W. FEINEMAN
Lieut. VALDEMAR ARNTZ
Lieut. RAYMOND L. MARSHALL
Lieut. CHESTER E. MORRIS
Lieut. CHARLES F. SMITH
Lieut. JOHN HYND
Lieut. JOHN TURNER
Lieut. (j.g.) HOWBERT VAN DYNE
Lieut. (j.g.) WILLIAM F. TOOMEY
Lieut. (j.g.) TRUXTUN H. PARSONS
Lieut. (j.g.) STUART G. GARRETT
Lieut. (j.g.) ALEXANDER ALLEN
Lieut. (j.g.) WILLIAM G. WALLS
Lieut. (j.g.) GEORGE R. POND
Lieut. (j.g.) ROBERT B. HOLT
Ensign D. D. DEWART
Ensign ROBERT P. DODDS
Ensign L. T. FORBES
Ensign W. D. FORD
Ensign JOHN CARROLL
Ensign FELIX B. SNOWDEN
Ensign JOHN J. SHARON
Ensign GEORGE W. DUNN
Ensign THOMAS C. MCGUIRE

Ensign WILLIAM E. TRACY
Ensign DAVID L. DODD
Ensign HARRY C. QUAIL
Ensign WILLIAM C. SQUIBB
Gunner CHARLES A. MARLIN
Gunner ESKIL W. SOHLMAN
Gunner WALTER R. HEYMAN
Carpenter JOSEPH J. PERFETTI
Machinist CHARLES DIVETT
Boatswain ERNEST SARGENT

Medical Corps

Lieut.-Com. MORRIS B. MILLER
Lieut. JOHN G. POWELL
Lieut. ALVIN O. SIBILA
Lieut. JAMES L. BALLOU
Lieut. (j.g.) ALLEN HETLER
Pharmacist JAMES A. KIRKPATRICK

Pay Corps

Lieut. PHILLIPS BRADLEY
Ensign BEACH M. CHENOWETH
Ensign HAROLD V. FARNSWORTH
Chief Pay Clerk JOHN A. LOCKE
Pay Clerk LAURENCE LEONARD
Pay Clerk JOHN J. LANE
Pay Clerk JAMES C. ANDERSON

U. S. S. H A R R I S B U R G

Chaplain

Lieut. (j.g.) FRANCIS L. ALBERT

Officers Attached After Armistice

JOHN M. REIBER, Lieut. (j.g.), U.S.N.R.F., Jr. W.&D. Officer.
ROY CUTHBERTSON, Lieut.-Com. (M.C.), U.S.N., Medical Officer.
J. L. BALLOU, Lieut. (M.C.), U.S.N., Asst. Medical Officer.
EDWARD M. LUNDEGAARD, Lieut. (M.C.), U.S.N., Asst. Med. Officer.
EDWIN W. BUCKINGHAM, Lieut. (j.g.) (M.C.), N.R.F., Asst. Medical Officer.
ABRAM C. JOSEPH, Ensign Pay Cor., N.R.F., Asst. Supply Officer.
WILLIAM W. MCKELLAR, Pay Clerk, U.S.N., Asst. Supply Officer.
DONALD LEWIS, Pay Clerk, U.S.N.R.F., Asst. Supply Officer.
R. J. BENNETT, C.B.M. (Cadet), N.R.F., Training.
A. P. DORGAN, C.B.M. (Cadet), N.R.F., Training.
W. S. MERRILL, Lieut., U.S.A., Adj. Personnel Officer.
CHARLES NOGGLE, K. of C., Welfare Worker.
C. DEKAY, Y.M.C.A., Welfare Worker.
CECIL LANG, U.S.A., Chaplain.

Former Ship's Officers, Now Detached

WILBURN E. SAYE, Lieut. (M.C.), U.S.N., Asst. Medical Officer.
GEORGE R. POND, Lieut. (j.g.), N.R.F., Sig. & Comm. Officer.
KENNETH J. BLUNDON, Ensign Pay Cor., N.R.F., Asst. to Sup. Officer.
T. C. MCGUIRE, Ensign, N.R.F., Training Complement.
A. M. MITCHELL, Lieut. (M.C.), U.S.N., Asst. Medical Officer.
WILLIAM G. HARRINGTON, Lieut. (j.g.), N.R.F., Training Complement.
HENRY C. HERSEY, Lieut. (j.g.), N.R.F., Training Complement.
ALFRED V. KIDD, Lieut. (j.g.), N.R.F., Training Complement.
STUART G. GARRETT, Lieut. (j.g.), N.R.F., Communication.
PATRICK J. GUINEY, Ensign, N.R.F., Training Complement.
EDWARD H. HAMMOND, Ensign, N.R.F., Training Complement.
HENRY W. TUCKER, Ensign, N.R.F., Training Complement.
WARREN GRAEFF, Lieut. (j.g.), U.S.N., Sr. Asst. Eng. Officer.
HARRY E. MAYFIELD, Ensign, N.R.F., J.O.W.&D.
R. A. CROSS, Ensign, N.R.F., Fire Control.
FRANK MELSOM, Gunner (T.), U.S.N., Elec. Gunner.
ERWIN S. BEECHER, Lieut., N.R.F., Navigator.
FRANCIS L. SPERRY, Ensign, N.R.F., J.O.W.&D.
WALTER J. FLOWER, Ensign, N.R.F., Communication.
HERBERT A. LICHTENSTEIN, Ensign, N.R.F., J.O.W.&D.
CARL H. CARLSON, Ensign, N.R.F., Asst. 1st Lieut.
HAROLD M. LEVY, Ensign, N.R.F., J.O.W.&D.

U. S. S. H A R R I S B U R G

GEORGE P. McDONALD, Ensign, N.R.F., J.O.W.&D.
ROBERT D. LONGYEAR, Ensign, N.R.F., J.O.W.&D.
R. C. LEWIS, Ensign, N.R.F., J.O.W.&D.
R. F. McNALLY, Ensign, N.R.F., J.O.W.&D.
PHILIP S. MCGANN, Dental Surg., U.S.N., Dental Officer.
WALLACE BERTHOLF, Commndr., U.S.N., Captain.
WILLIAM W. TURNER, Lt. Commndr., U.S.N., Executive.
JOHN A. WHITESIDE, Lieut. (j.g.), N.R.F., W.&D. Officer.
CHARLES E. RYDER, Med. Insp., U.S.N., Medical Officer.
OSCAR ENG, Boatswain, U.S.N. (T.), Boatswain.

Chiefs

November, 1918.

JOSEPH SCHNEIDER, Chief Boatswain's Mate.
WILLIAM BARKER, Chief Boatswain's Mate.
WILLIAM DOUGLASS, Chief Boatswain's Mate.
AXEL G. JOHNSON, Chief Boatswain's Mate.
ALFRED LUDWIG, Chief Boatswain's Mate.
FRANK S. MOORE, Chief Gunner's Mate.
THOMAS J. FLANNERY, Chief Quartermaster.
ARTEMUS W. PHILLEO, Chief Quartermaster.
OSCAR L. GUTHRIE, Chief Electrician (G.).
PAUL N. HICKMAN, Chief Electrician (R.).
HARRY C. ENSOR, Chief Carpenter's Mate.
JOSEPH L. TEMPLE, Chief Carpenter's Mate.
OTTO W. DETTMAR, Chief Machinist's Mate.
EDMUND P. REARDON, Chief Machinist's Mate.
JOHN LOGAN, Chief Water Tender.
LOUIS J. LUBAWSKI, Chief Water Tender.
THOMAS F. MCGOVERN, Chief Water Tender.
GEORGE J. MORGANSTERN, Chief Water Tender.
JAMES NOLAN, Chief Water Tender.
WALENTY PELZ, Chief Water Tender.
JOHN SHAW, Chief Water Tender.
ALFRED McNALLY, Chief Yeoman.
JOSEPH E. MOORE, Chief Yeoman.
EARL W. NELSON, Chief Yeoman.
CHARLES W. RICHARDSON, Chief Yeoman.
PAUL S. RIKER, Chief Yeoman.
PAUL SCHWARTZ, Chief Yeoman.
WILLIAM A. STENSTRUM, Chief Yeoman.
LESLIE L. SUTHERLAND, Chief Yeoman.
JOSEPH TROY, Chief Yeoman.
DONALD E. TURNER, Chief Yeoman.
JOSEPH E. YARNALL, Chief Yeoman.



CARPENTERS AND PLUMBERS



SUPPLY DIVISION

U. S. S. H A R R I S B U R G

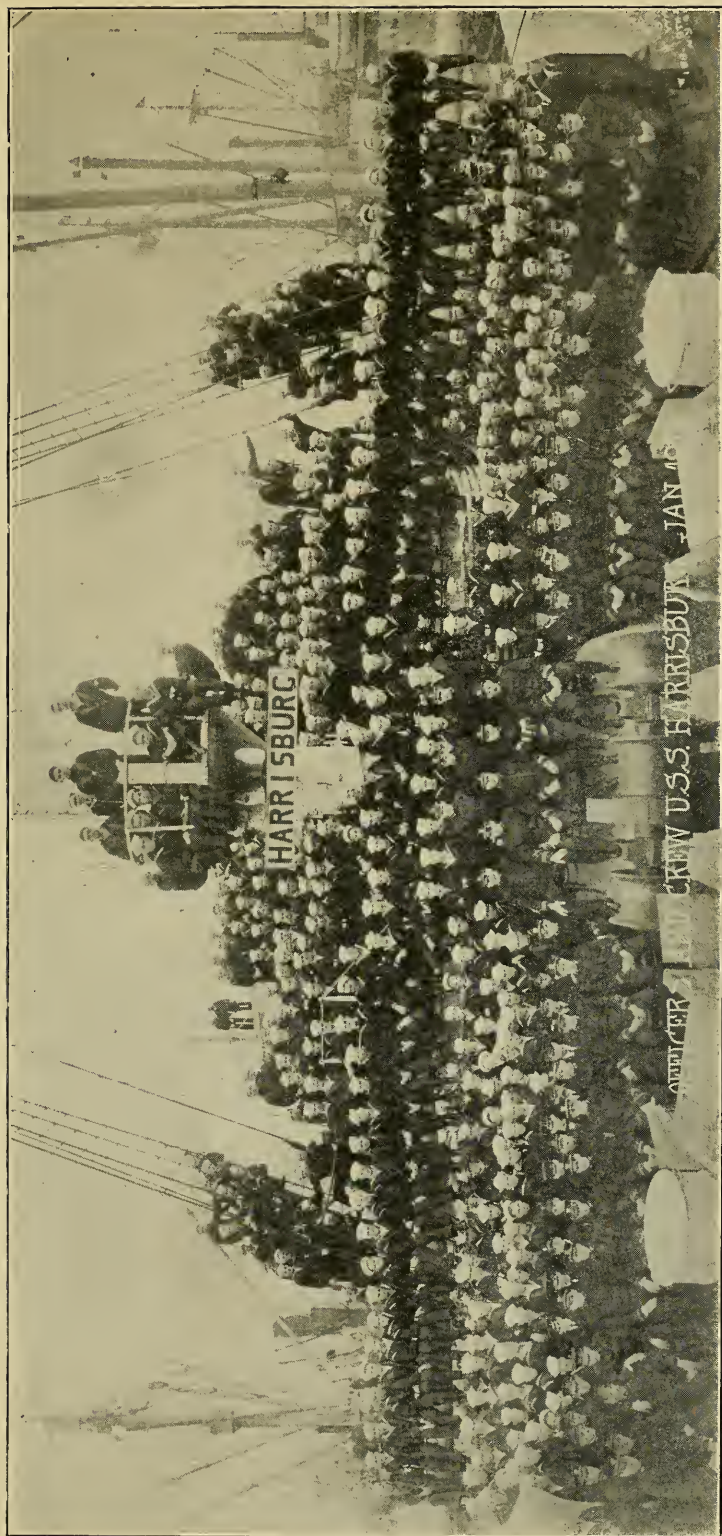
R. A. GIBLER, Band Master.
 EDWIN B. AMBROSE, Chief Commissary Steward.
 RAMSON P. DOAK, Chief Commissary Steward.
 BERNARD S. HOBDELL, Commissary Steward.
 HAROLD J. DIMON, Commissary Steward.
 BENJAMIN T. WELLS, Commissary Steward.
 DAVID M. WORMLEY, Commissary Steward.



C. P. O's.

Ship's Band

ROBERT A. GIBLER.....	<i>Bandmaster</i>
A. W. PHILLEO.....	<i>Assistant Conductor</i>
ROBERT J. P. MALONEY.....	<i>Solo Cornet</i>
HARRY J. RYDAHL.....	<i>Assistant Solo Cornet</i>
GEORGE W. GARBE.....	<i>Second Cornet</i>
LAURENCE E. HEMMINGER.....	<i>Third Cornet</i>
CARL E. ACKERMAN.....	<i>Piccolo</i>
EDWARD O. BAUMGARTEN.....	<i>Solo Clarinet</i>
ELMER W. WRAGE.....	<i>Assistant Solo Clarinet</i>
EVERETT T. BEIGH.....	<i>Second Clarinet.</i>
ROY V. PISTORIOUS.....	<i>Third Clarinet</i>
CARL M. MATTHIESON.....	<i>E (flat) Alto Saxophone</i>
J. WARREN ALEXANDER.....	<i>Tenor Saxophone</i>
ORVILLE N. HARTWELL.....	<i>First E (flat) Horn</i>
AIKO DAVIDS.....	<i>Second E (flat) Horn</i>
CARLTON W. CRAWFORD.....	<i>Third E (flat) Horn</i>
CARL A. GRAY.....	<i>Baritone</i>
GEORGE ELLIS.....	<i>First Trombone</i>
GEORGE W. LONNGREN.....	<i>Second Trombone</i>
GLENN O. SAWIN.....	<i>E (flat) Bass</i>
FORREST J. WOODMAN.....	<i>BB (flat) Bass</i>
ELMER E. STEIN.....	<i>Drums and Traps</i>
VERNE C. MILLER.....	<i>Bass Drum and Percussionist</i>





The following named men are now serving on board this ship:

Barker, William	.....CBM.	Brayerton, William B.	.....Sea.
Douglass, William H.	.....CBM.	Brierly, Ernest E.	.....Sea.
Johnson, Axel G.	.....CBM.	Brookhuis, Jake	.....Sea.
Ryan, Albert L.	.....CBM.	Burger, Herman	.....Sea.
Schneider, Joseph	.....CBM.	Burns, William F.	.....Sea.
Wingate, William J.	.....CBM.	Cahill, Richard J.	.....Sea.
Welch, John M.	.....BM1c.	Caldwell, Paul W.	.....Sea.
Wuotila, George W.	.....BM1c.	Carty, Thomas F.	.....Sea.
Armstrong, William T.	.....BM2c.	Chimera, Charles S.	.....Sea.
Brown, Charles L.	.....BM2c.	Cilik, Frank M.	.....Sea.
Disher, Arthur T.	.....BM2c.	Clark, John C.	.....Sea.
James, Walter A.	.....BM2c.	Colclazier, Walter	.....Sea.
Hunt, William H.	.....BM2c.	Corcoran, Thomas P.	.....Sea.
King, Ernest E.	.....BM2c.	Curry, Donald F.	.....Sea.
Olson, Par W.	.....BM2c.	Dahl, Charles H.	.....Sea.
Appleton, Edmund E.	.....Cox.	Daly, Thomas J.	.....Sea.
Carter, Charles W.	.....Cox.	Darner, Harold L.	.....Sea.
Cochran, Bryce	.....Cox.	Dennison, Harry E.	.....Sea.
Jaeger, Carl T.	.....Cox.	Desjardins, Felix F.	.....Sea.
Keating, Earl M.	.....Cox.	Dillman, Noe E.	.....Sea.
Landerth, Clyde H.	.....Cox.	Elias, Charles T.	.....Sea.
McGinnis, John	.....Cox.	Farrell, John F.	.....Sea.
Monnink, Joe	.....Cox.	Fitzgibbons, Joseph T.	.....Sea.
Moss, John F.	.....Cox.	Gates, Earl H.	.....Sea.
Troisi, Joseph	.....Cox.	Gibbons, Frank A.	.....Sea.
Yule, Alexander	.....Cox.	Gresenz, Reinhardt	.....Sea.
Pomes, George P.	.....GM1c.	Haley, Clarence D.	.....Sea.
Dolan, Earl G.	.....CQM.	Hart, Fred D.	.....Sea.
Flannery, Thomas J.	.....CQM.	Higgins, Leo E.	.....Sea.
Rubelli, Rudolph	.....QM1c.	Jerde, Ernest A.	.....Sea.
Gunby, Matthew	.....QM2c. Sig.	Johnson, Harold E.	.....Sea.
Bell, Orion B.	.....QM3c. Sig.	Karch, Richard J.	.....Sea.
Price, Edgar V.	.....QM3c.	Keane, William T.	.....Sea.
Beth, Alvin E.	.....Sea Sig1c.	Keys, William M.	.....Sea.
Butler, Thomas	.....Sea Sig1c.	Kirk, Charles W.	.....Sea.
Leach, Charles	.....Sea Sig1c.	Kruczkowski, John	.....Sea.
Alkievicz, Joseph	.....Sea	Langdon, Thomas J.	.....Sea.
Barney, Raymond M.	.....Sea	Litman, Harry L.	.....Sea.
Bishop, Harry B.	.....Sea.	Louis, Herbert J.	.....Sea.

U. S. S. H A R R I S B U R G

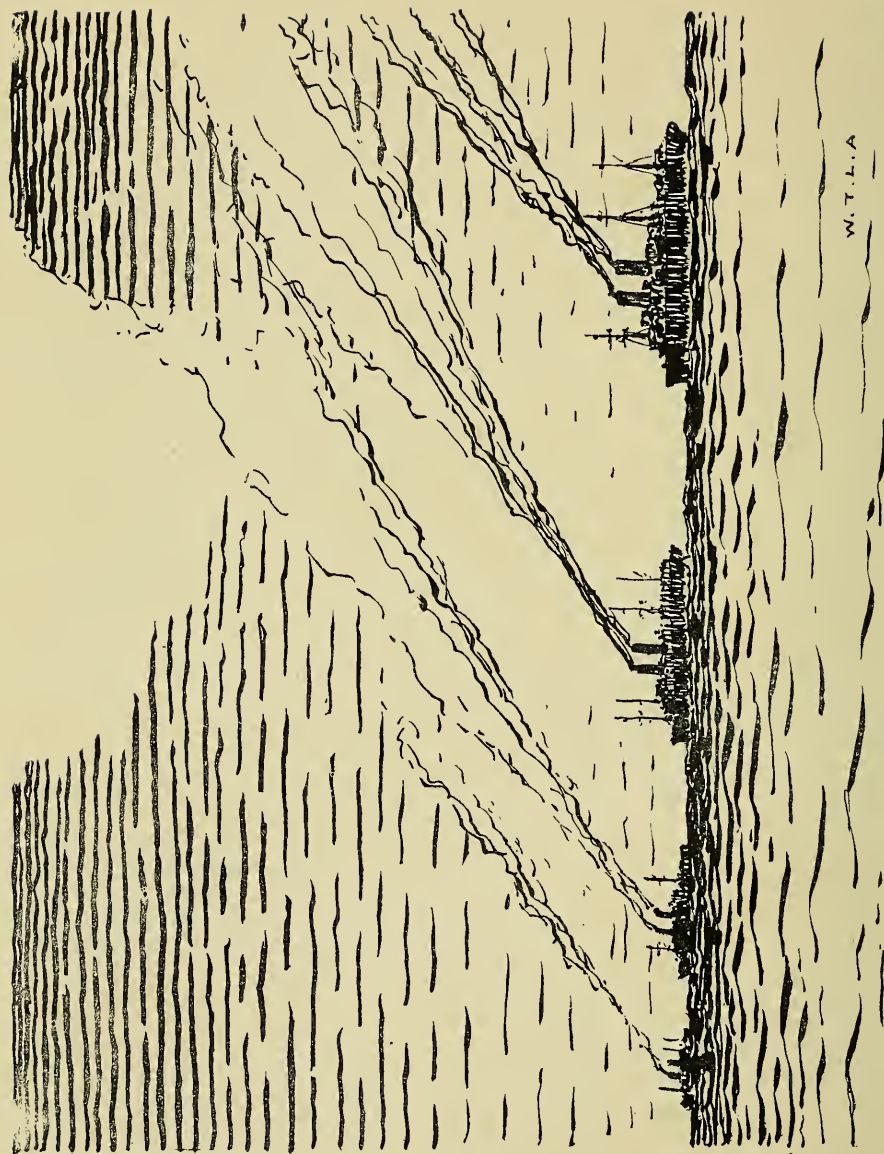
Lundgren, William	Sea.	Lawton, Harold E.	Sea2c.
McDonald, John F.	Sea.	Lindsey, Ellis M.	Sea2c.
Martin, Samuel B.	Sea.	Mathiesen, Peter	Sea2c.
Martin, William	Sea.	Miles, Thomas V.	Sea2c.
Meyn, Frederick W.	Sea.	Myers, Ralph W.	Sea2c.
Moody, Claude G.	Sea.	Norton, Henry V.	Sea2c.
Nyberg, Claude A.	Sea.	Palmer, William	Sea2c.
O'Donnell, Peter D.	Sea.	Peisel, Louis	Sea2c.
Olson, George A.	Sea.	Shepherd, Loran V.	Sea2c.
Pearson, Edward H.	Sea.	Starnes, Dock	Sea2c.
Peterson, Ralph	Sea.	Thompson, Robert W.	Sea2c.
Prouty, Herbert J.	Sea.	Tuker, Fitzhugh L.	Sea2c.
Richardson, Verna J.	Sea.	Vaughn, Patrick J.	Sea2c.
Roberts, Joseph W.	Sea.	Westmoreland, Thomas L.	Sea2c.
Saunders, Axel H.	Sea.	Wood, Milo D.	Sea2c.
Schaefer, John G.	Sea.	Zapp, Michael	Sea2c.
Shaw, Jerold	Sea.	Guthrie, Oscar L.	CE(g)
Thomas, Earl S.	Sea.	Kasten, Frederick B.	Elc(g).
Smith, Robert J.	Sea.	Kennedy, William V.	Elc(g).
Tiddes, John	Sea.	Snow, Wilson B.	Elc(g)
Tuohey, Clarence L.	Sea.	Williams, George E.	Elc(g).
Tuttle, Oliver A.	Sea.	Reiling, George F.	CE(r).
Vicchio, Joseph A.	Sea.	Trevey, Clyde B.	Elc(r).
Waclawski, Eugene	Sea.	Welch, John F.	Elc(r).
Warner, Charles S.	Sea.	Dodds, Wylie B.	E3c(r).
Weidmann, William	Sea.	Moore, Wiley R.	CCM.
White, Lawrence	Sea.	Balletta, Joseph	CM1c.
Williamson, Joseph W.	Sea.	Robert, George E.	CM2c.
Wood, Chester L.	Sea.	Henneke, Henry A.	CM3c.
Woysak, Roman V.	Sea.	Carlozzi, Nicholas	Swght.
Wylie, Chester B.	Sea.	Herbert, Sidney	Swght.
Young, Andrew	Sea.	Lund, William H.	Swght.
Abare, Austin H.	Sea2c.	Getman, Ray	SF1c
Bullard, Harley T.	Sea2c.	Wohlemuth, Isidor W.	SF2c.
Burton, Jessie L.	Sea2c.	Fallon, James S.	P&F.
Cahill, William H.	Sea2c.	Diskstein, Isador	P&F. Lds for
Cameron, Ronald F.	Sea2c.	Campbell, Paul F.	SMM.
Carey, Jessie G.	Sea2c.	Smith, Edward M.	CSK
Carlson, Hilding	Sea2c.	Knosher, Charles J.	SK1c
Carlson, George A.	Sea2c.	Sullivan, Francis E.	SK1c.
Carlson, Oscar B.	Sea2c.	Weber, Philip H.	SK1c.
Carroll, George T.	Sea2c.	Duren, Charles E.	SK2c.
Cedartree, Joshua	Sea2c.	Osborne, Alvis T.	SK2c.
Christensen, Carl M.	Sea2c.	Haberman, Benjamin	Prtr1c.
Donahue, John J.	Sea2c.	Wuestefeld, Henry A.	Prtr2c.
Fitzgerald, James E.	Sea2c.	Tomorowitz, Ernest	Prtr1c.
Frank, Raymond F.	Sea2c.	Joscelyn, Guy	Ptr3c
Gilpin, David	Sea2c.	Clickner, William H.	CMM.
Harmor, William J.	Sea2c.	Dettmar, Otto W.	CMM.
Heller, Philip	Sea2c.	Manow, Edward J.	CMM.
Holle, August E.	Sea2c.	Reardon, Edmund P.	CMM.
Keating, William J.	Sea2c.	Ballard, Ray	MM1c.
King, Lewis R.	Sea2c.	Campbell, John J.	MM1c.
Knowlton, Gilbert A.	Sea2c.	Chambers, Thomas C.	MM1c.
Kuhlmann, Charles	Sea2c.	Hutchins, Howard P.	MM1c.
Kull, Carl H.	Sea2c.	Koller, Charles J.	MM1c.
LaPlante, Philip	Sea2c.	Little, Stanhope S.	MM1c.

U. S. S. H A R R I S B U R G

Wilson, William A.	MM1c.	Robinson, Wallace J.	WT.
Allan, John M.	MM2c	Rosenblath, Fred L.	WT.
Anderson, James.	MM2c.	Wilson, Arthur D.	WT.
Bessey, George H.	MM2c.	Simendinger, Fred	Bmker.
Brinkman, Louis H.	MM2c.	Nafus, Merritt C.	Csmthlc.
Drummond, Samuel H.	MM2c.	Schuster, Charles	Oiler
Evans, Rufus T.	MM2c.	Backus, Robert M.	F1c.
Hearn, Bernard A.	MM2c.	Baer, Joseph	F1c.
Knapp, Clifford M.	MM2c.	Bahrenfuse, Walter J.	F1c.
Lacoste, Rufus C.	MM2c.	Benson, Alfred	F1c.
Milton, John	MM2c.	Bresien, Bernhardt T.	F1c.
Mohyde, William C.	MM2c.	Burke, William K.	F1c.
Pauly, Anthony J.	MM2c.	Cappalute, J. F.	F1c.
Stepanek, Karl J.	MM2c.	Carson, John A.	F1c.
Webster, Richard G.	MM2c.	Case, James H.	F1c.
Anderson, Samuel A.	Eng1c.	Cofor, Byron J.	F1c.
Cwiklinski, Walter C.	Eng1c.	Desnoyers, Jules M.	F1c.
Bramlett, Palmer	Eng1c.	Dippel, Frank J.	F1c.
Frazier, Henry	Eng1c.	Dobschultz, William	F1c.
Lima, Lewis	Eng1c.	Edwards, Marion F.	F1c.
Phillips, Joel P.	Eng1c.	Fitzsimmons, Edward D.	F1c.
Rhodes, Emmet S.	Eng1c.	Frederick, Albert E.	F1c.
Schultz, Harold B.	Eng1c.	Frost, Clark B.	F1c.
Smith, Elmer	Eng1c.	Gibney, Thomas J.	F1c.
Strenzel, William	Eng1c.	Holland, Edward J.	F1c.
Swett, Carl C.	Eng1c.	Hunt, C. A.	F1c.
Williams, Walter W.	Eng1c.	Hunt, Aubrey	F1c.
Beals, Harry M.	Eng2c.	Jeffery, Albert A.	F1c.
Brock, Robert R.	Eng2c.	Jodoin, Philias M.	F1c.
Brown, Thomas J.	Eng2c.	Johnson, Clifford E.	F1c.
Dodge, Harry P.	Eng2c.	Joyce, Thomas J.	F1c.
Dry, Joseph A.	Eng2c.	Keeley, Thomas	F1c.
Egeter, George	Eng2c.	Keller, Joseph S.	F1c.
Finn, Henry F.	Eng2c.	Kennedy, Paul	F1c.
Ford, Carl B.	Eng2c.	Kirkpatrick, R. A.	F1c.
Frost, William J.	Eng2c.	Larkin, Frank	F1c.
Golczynski, Michael A.	Eng2c.	Lawson, David G.	F1c.
Gray, John G.	Eng2c.	Lichtenfels, John A.	F1c.
Kranz, Joseph F.	Eng2c.	Livengood, A. C.	F1c.
Sampson, John W.	Eng2c.	Lundien, Elmer D.	F1c.
Taylor, Charles W.	Eng2c.	McFarland, John H.	F1c.
Woolard, Emmett B.	Eng2c.	Mallison, Marion B.	F1c.
Zuercher, Andrew	Eng2c.	Mast, G. J.	F1c.
Boner, William E.	CWT.	Miller, Adam P.	F1c.
Conroy, Richard B.	CWT.	Magruder, Howell J.	F1c.
Logan, John	CWT.	Peltz, Howard R.	F1c.
McGovern, Thomas F.	CWT.	Pfztinger, Frank	F1c.
Morganstern, George J.	CWT.	Pongratz, Florian H.	F1c.
Pelz, Walenty	CWT.	Potwin, Glenn P.	F1c.
Campbell, Gordon	WT.	Pratt, Nelson E.	F1c.
Cole, Stanley H.	WT.	Rainey, Richard	F1c.
Cox, Willie E.	WT.	Rankine, Thomas	F1c.
Evans, Arthur H.	WT.	Recchione, Louis	F1c.
Harris, Remi J.	WT.	Reed, B. L.	F1c.
Hitchcock, Wilber	WT.	Reid, Henry N.	F1c.
Kinsky, Henry A.	WT.	Robertson, David E.	F1c.
McCanless, Albert E.	WT.	Rosenthal, Lawrence H.	F1c.

U. S. S. H A R R I S B U R G

Roten, Robert M.	F1c.	Plummer, Charles	F2c.
Roza, Arthur G.	F1c.	Pritchard, Joseph G.	F2c.
Ryan, Frank W.	F1c.	Rusiecki, Valerius	F2c.
Sampson, Edward J.	F1c.	Sadler, Hobart	F2c.
Sjostrom, Alfred	F1c.	Slrude, Lloyd M.	F2c.
Smith, Forest R.	F1c.	Soldwisch, Ernest A.	F2c.
Smith, Otto C.	F1c.	Spencer, Paul F.	F2c.
Spor, Jay W.	F1c.	Stewart, Lee	F2c.
Sporer, David	F1c.	Stuart, John E.	F2c.
Squires, Harry M.	F1c.	Thompson, Vernon	F2c.
Stansberry, Samuel E.	F1c.	Vetter, Emil E.	F2c.
Stewart, Robert J.	F1c.	Waters, James R.	F2c.
Stout, Don	F1c.	Watson, Lester	F2c.
Sundlie, Sivert E.	F1c.	Webb, Clyde L.	F2c.
Tarp, Arthur	F1c.	Weiland, Edward	F2c.
Theriot, Necess A.	F1c.	Wentworth, Russell J.	F2c.
Thompson, Gervase S.	F1c.	Whidden, Jay C.	F2c.
Tinker, Fay A.	F1c.	Wildman, Vernon S.	F2c.
Verville, Louis	F1c.	Allen, Frank	F3c.
Wert, Charles J.	F1c.	Baker, James A.	F3c.
Westgate, Wallace A.	F1c.	Berry, Joe	F3c.
Wettleson, Otis O.	F1c.	Borst, Edward	F3c.
Whalen, Luke	F1c.	Fiorenze, Joseph	F3c.
Woods, Vernia D.	F1c.	Hollys, William H.	F3c.
Wheeler, George C.	F1c.	King, Clarence W.	F3c.
White, Melvin E.	F1c.	Loepp, Herman	F3c.
Willard, Walter L.	F1c.	Mitchell, Louis	F3c.
Wingate, Thomas N.	F1c.	Moon, Clarence G.	F3c.
Winkler, John J.	F1c.	Pearl, Robert	F3c.
Wisler, Melvin	F1c.	Peterson, Waefud A.	F3c.
Adkins, Lihue	F2c.	Pierce, Clifford E.	F3c.
Angus, Charles H.	F2c.	Priestley, Walter R.	F3c.
Boland, John	F2c.	Reynolds, Dewey	F3c.
Boyle, Edward	F2c.	Reynolds, Henry A.	F3c.
Brieger, Nolan N.	F2c.	Towns, Egar L.	F3c.
Buckey, Charles G.	F2c.	Ward, John E.	F3c.
Christopher, Alfred H.	F2c.	Watkins, Roy E.	F3c.
Chappell, Charlie H.	F2c.	Wogenson, Leonard	F3c.
Costello, Thomas W.	F2c.	Cassaday, Louis Vail	CY.
Daniel, Samuel	F2c.	McNally, Alfred	CY.
Fitts, Ira J.	F2c.	Moore, Joseph E.	CY.
Freshley, Frederick M.	F2c.	Nelson, Earl W.	CY.
Geisler, Walter C.	F2c.	Richardson, Charles W.	CY.
George, James	F2c.	Schwartz, P.	CY.
Hart, Bernie D.	F2c.	Turner, Donald E.	CY.
Hill, Leander E.	F2c.	L'Hernault, Emile V.	Y1c.
Hurley, Eugene T.	F2c.	Matsch, Leo G.	Y1c.
Johnson, George C.	F2c.	Hallgren, Oscar	Y2c.
Lippard, Hoyt M.	F2c.	Hoff, Frederick L.	Y2c.
Logan, Edward J.	F2c.	Wall, Frederick J.	Y2c.
Longley, Theodore	F2c.	Wenner, Joseph J.	Y2c.
McCall, Clarence J.	F2c.	Gilfillan, William G.	Y3c.
McFee, Esley L.	F2c.	Goodwin, Ross W.	Y3c.
Manly, Leirry L.	F2c.	Ryan, Milo J.	Y3c.
Pambianco, Guida	F2c.	Thomas, Donald W.	Y3c.
Perkins, Earnest E.	F2c.	Joerger, John W.	CPhM.
Plotka, John F.	F2c.	Kistler, William D.	CPhM.



W. T. L. A.

AND THE NAVY BROUGHT THEM BACK

U. S. S. H A R R I S B U R G

Baldridge, James G.	PhM1c.	Goldstein, Charles	SC3c.
Dixon, Leon M.	PhM1c.	Kelaker, William L.	SC3c.
Nolen, Everett E.	PhM1c.	Lang, James P.	SC3c.
Cooley, Harold L.	PhM2c.	Mahoney, Garrett E.	SC3c.
McAviney, John N.	PhM2c.	Massey, Ernest D.	SC3c.
Peccolo, John F.	PhM2c.	Whelan, Patrick J.	SC3c.
Rackliff, Melvin M.	PhM2c.	Walker, Lewis	Sc, Lds for
Sallwasser, Emmett M.	PhM2c.	Clark, Harold J.	Bkr1c.
Sellers, Rod	PhM2c.	Davis, John	Bkr1c.
Ward, Harry A.	PhM2c.	Eckett, James M.	Bkr1c.
Wilcox, Paul H.	PhM2c.	Evans, Horace E.	Bkr1c.
Howard, George W.	PhM3c.	Paulus, George P.	Bkr1c.
Phillips, Willie C.	PhM3c.	Capitan, Victor E.	Bkr2c.
Pond, Ford W.	PhM3c.	Clements, Earl F.	Bkr2c.
Robinson, Robert L.	PhM3c.	Henkin, Max	Bkr2c.
Seraff, William	PhM3c.	Donnelly, Frank	CabStd.
Stevens, William W.	PhM3c.	Ferguson, Harry S.	CabCk.
Wright, William R.	PhM3c.	Bogiages, Christos C.	WRStd.
Taylor, Herman	HA2c.	Hyka, William L.	WRStd.
Fischman, William L.	Bug.	Edwards, Jingers M.	WRck.
Gibler, R. A.	Bmstr.	Nichols, George E.	WRck.
Ackerman, C. E.	Musc1c.	Smith, Henry	WOck.
Alexander, J. W.	Musc1c.	Harrison, J. H.	WOck.
Beigh, Everette T.	Musc1c.	McDowell, Walton	WOck.
Crawford, C. W.	Musc1c.	Benford, James	MAtt1c.
Davids, Aiko	Musc1c.	Benito, Eugenio M.	MAtt1c.
Garbe, Gustiv	Musc1c.	Gaskin, Argul G.	MAtt1c.
Gray, Carl A.	Musc1c.	Gross, H. F.	MAtt1c.
Hemminger, L. E.	Musc1c.	Halcrow, John	MAtt1c.
Lonngren, G. W.	Musc1c.	Hall, J. A.	MAtt1c.
Maloney, R. J.	Musc1c.	Jackson, Emmett	MAtt1c.
Matthiesen, C. H.	Musc1c.	Kjar, Axel	MAtt1c.
Miller, V. C.	Musc1c.	Olsen, Thorstein E.	MAtt1c.
Pistorius, R. V.	Musc1c.	Powell, James	MAtt1c.
Rydahl, H. J.	Musc1c.	Sellers, Ernest T.	MAtt1c.
Sawin, G. O.	Musc1c.	Reese, Neiphus	MAtt2c.
Stein, E. E.	Musc1c.	Spampinato, Christie	MAtt2c.
Woodman, F. J.	Musc1c.	Communiello, Carmine	MAtt3c.
Wrage, E. W.	Musc1c.	Cormier, Harvey J.	MAtt3c.
Garver, Floyd	Musc2c.	Della Valle, James	MAtt3c.
Ambrose, Edwin B.	CCStd.	Duino, Joseph	MAtt3c.
Hobdell, Bernard S.	CCStd.	Goldberg, William W.	MAtt3c.
Boli, Herman E.	SC1c.	Hael, Albert G.	MAtt3c.
Cameron, Charles L.	SC1c.	Hall, R. L.	MAtt3c.
Fitzgerald, Maurea T.	SC1c.	Hannigan, A. J.	MAtt3c.
Grennan, Joseph T.	SC1c.	Jacobson, Jack	MAtt3c.
Middleton, Horace S.	SC1c.	Kelly, John H.	MAtt3c.
Pantley, Ralph B.	SC1c.	Liquigan, Anachlito	MAtt3c.
VanPelt, William H.	SC1c.	Manning, Andru	MAtt3c.
Bryan, Archie H.	SC2c.	Milligan, Reaver D.	MAtt3c.
Cavanaugh, Luke	SC2c.	Miranda, Florincio	MAtt3c.
Hale, Frank D.	SC2c.	Plasides, Sebastian	MAtt3c.
Leach, Lloyd	SC2c.	Ronolo, Hinoro	MAtt3c.
LeClair, Anthony W.	SC2c.	Sylvester, Willard	MAtt3c.
Yoeck, Oscar S.	SC2c.	Villarial, Sergio	MAtt3c.
Bane, Joseph H.	SC3c.		

U. S. S. H A R R I S B U R G

The following named men have seen service on this ship during the war, but have been transferred, discharged and released from active duty.

Ferguson, Samuel A.	CBM.	Richelson, Frank R.	CQM.
Higgins, Thomas	CBM.	Dolan, Earl G.	QM1c.
Ludwig, Alfred	CBM.	Spears, John J.	QM1c.
Peltz, Leo James	CBM.	deBrower, Kenneth N.	QM2c.
Vanek, William	CBM.	Lotter, Charles A.	QM2c.
Cornell, George E.	BM1c.	Pollock, Robert A.	QM2c.
Gale, Leland D.	BM1c.	Bunch, Eli	QM3c.
Gamwell, Stanley P.	BM1c.	Keefe, Waldo D.	QM3c.
Hoyle, Charles M.	BM1c.	Milestead, Everett	QM3c.
Thornton, George	BM1c.	Ulrich, George	QM3c.
Yarborough, Ernest	BM1c.	Vaught, Milton B.	QM3c.
Akalaitis, George J.	BM2c.	Walters, Arthur L.	QM3c.
Auth, Joseph F.	BM2c.	Williams, Ralph T.	QM3c.
Barr, Samuel B.	BM2c.	Day, David A.	SeaSig1c.
Graef, Walter B.	BM2c.	Elwyn, Leo	SeaSig1c.
Hart, Ernest W.	BM2c.	Francis, Henry H.	SeaSig1c.
Hooper, Earl W.	BM2c.	Kenney, John J.	SeaSig1c.
Mack, Hugh O.	BM2c.	Moran, John P.	SeaSig1c.
MacQuarrie, Angus A.	BM2c.	Adams, John C.	Sea.
Pedro, William J.	BM2c.	Barnes, Charles P.	Sea.
Rown, Harry C.	BM2c.	Baity, William M.	Sea.
Schramm, Leo	BM2c.	Bush, Harry J.	Sea.
Bunnell, George	Cox.	Butter, William	Sea.
Coen, Joseph F.	Cox.	Campbell, Harry J.	Sea.
Ferree, Oscar W.	Cox.	Carlson, Clarey T.	Sea.
Fredette, Omer F.	Cox.	Charles, Herbert G.	Sea.
Friedly, Earl R.	Cox.	Christie, William E.	Sea.
Gillespie, Willie K.	Cox.	Cichy, Lawrence	Sea.
Harrington, Frank J.	Cox.	Coats, Franklin H.	Sea.
Hazzard, Norman K.	Cox.	Courtney, Thomas L.	Sea.
Jones, Carl W.	Cox.	Cole, James K.	Sea.
Kirley, Patrick F.	Cox.	Covell, Ellsworth L.	Sea.
Kruse, James W.	Cox.	Denbo, Harold	Sea.
Leary, Robert E.	Cox.	Dietzman, William P.	Sea.
Luth, Henry J.	Cox.	Doring, Paul F.	Sea.
McGoldrick, Dennis B.	Cox.	Duerr, Henry A.	Sea.
Mattox, Alle B.	Cox.	Evans, Evan B.	Sea.
Morris, Joseph	Cox.	Evans, Willard J.	Sea.
Paulding, Russell I.	Cox.	Flynn, John P.	Sea.
Peterson, Edwin	Cox.	Forker, George W.	Sea.
Pointer, Burt P.	Cox.	Frajko, Michael	Sea.
Rafferty, William F.	Cox.	Gauthe, Van Jean M.	Sea.
Reiley, John K.	Cox.	Graves, Edward R.	Sea.
Moore, Frank S.	CGM.	Greer, Lilburn	Sea.
Pio, Charles F.	CGM.	Grzann, Arthur C.	Sea.
Freaman, William J.	CGM.	Hancox, Percy A.	Sea.
Myers, William E.	GM1c.	Harmer, Frederick J.	Sea.
Cavanaugh, Matthew I.	GM2c.	Hennessey, John L.	Sea.
Etienne, Charles	GM2c.	Hewitt, Leroy F.	Sea.
Lassiter, Lacy E.	GM3c.	Highley, Charles	Sea.
Foster, Gilbert W.	GM3c.	Hynes, Herbert H.	Sea.
Fuller, Charles J.	GM3c.	Jayne, Lewis R.	Sea.
Frederick, Claude F.	CQM.	Ingram, Charles I.	Sea.
Philleo, Artemus W.	CQM.	lobe, Otto	Sea.

U. S. S. HARRISBURG

Kappel, Scofield	Sea.	Karr, Overtora O.	Sea2c.
Keller, Lawrence P.	Sea.	Kuhn, Charles	Sea2c.
Kenney, John J.	Sea.	Levine, Max G.	Sea2c.
Larson, Elmer T.	Sea.	Moore, Sidney H.	Sea2c.
Lowe, Jacob B.	Sea.	McAleer, Frank E.	Sea2c.
McCarthy, Chester W.	Sea.	Mueller, Albert H.	Sea2c.
McCloskey, James F.	Sea.	Muenzmaier, Carl A.	Sea2c.
McPhee, Harry A.	Sea.	Morris, Ned A.	Sea2c.
Means, William	Sea.	Munn, Robt. O.	Sea2c.
Monasmith, Ralph T.	Sea.	Ott, Charles F.	Sea2c.
Moore, L. B.	Sea.	Petrillo, John	Sea2c.
Morse, Albert	Sea.	Robbins, John A.	Sea2c.
Pike, William E.	Sea.	Rolleston, Thomas F.	Sea2c.
Puchta, Lawrence G.	Sea.	Rosenstein, Benjamin W.	Sea2c.
Putt, Douglas A.	Sea.	Rothstein, Isaac	Sea2c.
Queripee, Herbert	Sea.	Schneider, Edward F.	Sea2c.
Rossiter, William M.	Sea.	Schwarzenbath, Fred	Sea2c.
Silver, James R.	Sea.	Sheffer, LeRoy J.	Sea2c.
Squire, Cleo A.	Sea.	Skooboe, William J.	Sea2c.
Swan, Samuel B.	Sea.	Tompkins, Homer S.	Sea2c.
Szumachowski, John J.	Sea.	Turbino, Reno	Sea2c.
Taylor, John A.	Sea.	Watts, Henry L.	Sea2c.
Thompson, Herbert D.	Sea.	Westmoreland, Thomas L.	Sea2c.
Whitney, George W.	Sea.	Wischoever, Victor C.	Sea2c.
Young, Howard H.	Sea.	Cowdrey, Archie A.	AS.
Young, Marston D.	Sea.	Melson, Frank	CE.
Anderson, James W.	Sea2c.	Garner, Robert D.	E1c.
Atkin, Harry	Sea2c.	Lush, Albert F.	E1c.
Beckwith, John H.	Sea2c.	Stuart, Thomas	E1c.
Brooks, Morris	Sea2c.	Winter, Henry J.	E1c.
Boorum, Gilbert L.	Sea2c.	Blackmore, Ludwig	E2c.
Campbell, Ray E.	Sea2c.	Brennan, William J.	E2c.
Cavanaugh, Maurice F.	Sea2c.	Gilbride, Bernard I.	E2c.
Collins, William F.	Sea2c.	Johnston, Edward F.	E2c.
Conlon, Eugene P.	Sea2c.	MacMorris, Peter	E2c.
Coon, George A.	Sea2c.	Olson, Arthur J.	E2c.
Cooney, Thomas C.	Sea2c.	Ormiston, John A.	E2c.
Donnelly, Francis P.	Sea2c.	Cunningham, Martin J.	E3c.
Duerst, Elmer A.	Sea2c.	Gilbert, Paul E.	E3c.
Erickson, Carl L.	Sea2c.	Nunley, Arthur W.	E3c.
Farley, Walter	Sea2c.	Cunningham, Thomas E.	CE.
Finnerty, Edmund V.	Sea2c.	Dederick, Leo D.	CE.
Finerty, Lawrence E.	Sea2c.	Hickman, Paul N.	CE.
Frederico, John J.	Sea2c.	Chase, Irvie E.	E1c.
Gallei, Theodore	Sea2c.	Templeton, Everett M.	E1c.
Griffin, John C.	Sea2c.	Hall, Hiram S.	E2c.
Harra, Frank J.	Sea2c.	Hiles, Charles E.	E3c.
Insley, Roy F.	Sea2c.	Shea, James B.	E3c.
Harden, Paul W.	Sea2c.	Weston, Morgan S.	E3c.
Hauser, Percy J.	Sea2c.	Ensor, Harry C.	CCM.
Herkner, Walter F.	Sea2c.	Jackson, Reuben	CCM.
Himmelreich, Edward L.	Sea2c.	Temple, Joseph L.	CCM.
Holtzapple, Robert A.	Sea2c.	Sutor, Fridolin J.	CM1c.
Houlihan, Bartley J.	Sea2c.	Allen, Herbert W.	CM2c.
Johnson, Johl	Sea2c.	Niles, Seth B.	CM3c.
Jones, Ira E.	Sea2c.	Conway, James J.	CM3c.
Kane, John J.	Sea2c.	Thrasher, Frank B.	CM3c.

U. S. S. H A R R I S B U R G

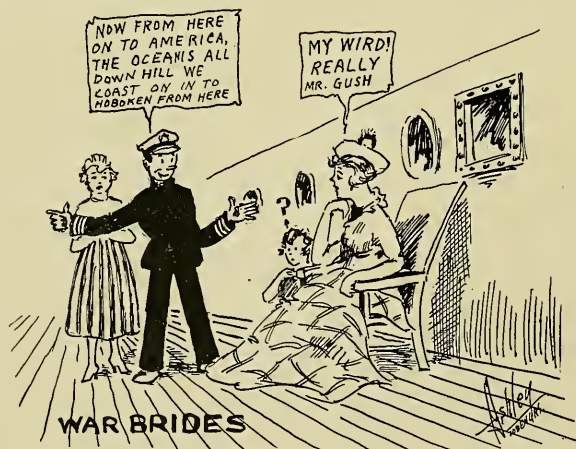
Noel, George H.	SF1c.	Rought, Leonard	Wt.
Hayes, James J.	SF2c.	Skelly, Francis F.	Wt.
Smith, Donald P.	Swght.	Sutter, Frank C.	Wt.
Miller, Harold	Swght.	Taylor, George A.	Wt.
Himhele, John J.	P&F.	Minnaugh, Patrick I.	Bnkr.
Campbell, James A.	Pt1c.	Blanchard, Emile J.	F1c.
Coger, Marcel S.	Pt1c.	Borror, Fred W.	F1c.
Fuller, William D.	Pt1c.	Bray, Lawrence E.	F1c.
Sullivan, Timothy E.	SK1c.	Crawford, Samuel A.	F1c.
Edwards, James M.	SK2c.	Davidson, Ray P.	F1c.
Troy, William J.	SK2c.	Grau, Eli	F1c.
Collins, Timothy	SK3c.	Gillen, John P.	F1c.
Davis, Leslie E.	SK3c.	Hardman, Charles F.	F1c.
Mooney, Francis I.	SK3c.	Jobbins, J. S.	F1c.
Stotler, Montie T.	CMM.	Jones, William C.	F1c.
Borthwick, Alonzo J.	MM1c.	Kessell, Stephen B.	F1c.
Bryner, James H.	MM1c.	Knapp, John A.	F1c.
Edwards, George	MM1c.	McBride, L.	F1c.
Greene, Francis H.	MM1c.	Kron, Nicholas	F1c.
Hargraves, Horace P.	MM1c.	Meyer, Cecil	F1c.
McBain, Leroy E.	MM1c.	Murphy, Joseph	F1c.
McGowan, Thomas J.	MM1c.	Palmer, J. M.	F1c.
Pierce, Joseph	MM1c.	Peterson, George J.	F1c.
Wood, Abram R.	MM1c.	Quigley, J. J.	F1c.
Elliott, Fred C.	MM2c.	Salyers, Luke B.	F1c.
Julyan, Ralph	MM2c.	Schearing, Fred J.	F1c.
Oliver, Grant G.	MM2c.	Schoemaker, Earston F.	F1c.
Sargent, Daniel D.	MM2c.	Schou, Leroy	F1c.
Wallis, Leland M.	MM2c.	Shotts, Benjamin H.	Bsmth.
Ward, George	MM2c.	Slonaker, Thomas U.	F1c.
Welch, Robert	MM2c.	Sommerhouse, Edward F.	F1c.
Cross, John	Eng1c.	Specht, Niel L.	F1c.
Heinemann, Otto L.	Eng1c.	Stephenson, Charles A.	F1c.
Holmes, Edwin F.	Eng1c.	Storey, Orman	F1c.
McCauley, William J.	Eng1c.	Tempera, James	F1c.
O'Connor, Charles B.	Eng1c.	Thayer, Neil H.	F1c.
Weldorm, Hubert M.	Eng1c.	Thompson, E. M.	F1c.
Anderson, Charles L.	Eng2c.	Thompson, John E.	F1c.
Fonda, Earl J.	Eng2c.	Tyler, Frederick E.	F1c.
Luce, Charles R.	Eng2c.	Webber, Dott	F1c.
Ray, Fred O.	Eng2c.	Whaley, Claude	F1c.
Ward, Homer R.	Eng2c.	Williams, John C.	F1c.
Barnes, Albert	CWT.	Wilson, Jesse F.	F1c.
Brewer, Roy D.	CWT.	Allen, Howard	F2c.
Gettinger, Charles	CWT.	Bailey, George L.	F2c.
Logan, John	CWT.	Bower, Clifford A.	F2c.
Lubawski, Louis J.	CWT.	Buinson, Fred L.	F2c.
Nolan, James	CWT.	Buckley, Forrest E.	F2c.
Shaw, John	CWT.	Burton, John L.	F2c.
Welborn, Grover E.	CWT.	Cautrell, Seldon J.	F2c.
Anderson, Burrell G.	Wt.	Chappell, Charlie H.	F2c.
Brennan, Frank J.	Wt.	DeHaven, Lafayette	F2c.
Campbell, Roy	Wt.	Douglas, Wyatt S.	F2c.
Davis, Robert H.	Wt.	Eisel, John F.	F2c.
Holton, Parker M.	Wt.	Fields, Harold J.	F2c.
Fain, Richard F.	Wt.	Greene, Francis M.	F2c.
McAllister, Harry A.	Wt.	Jekel, Harry L.	F2c.

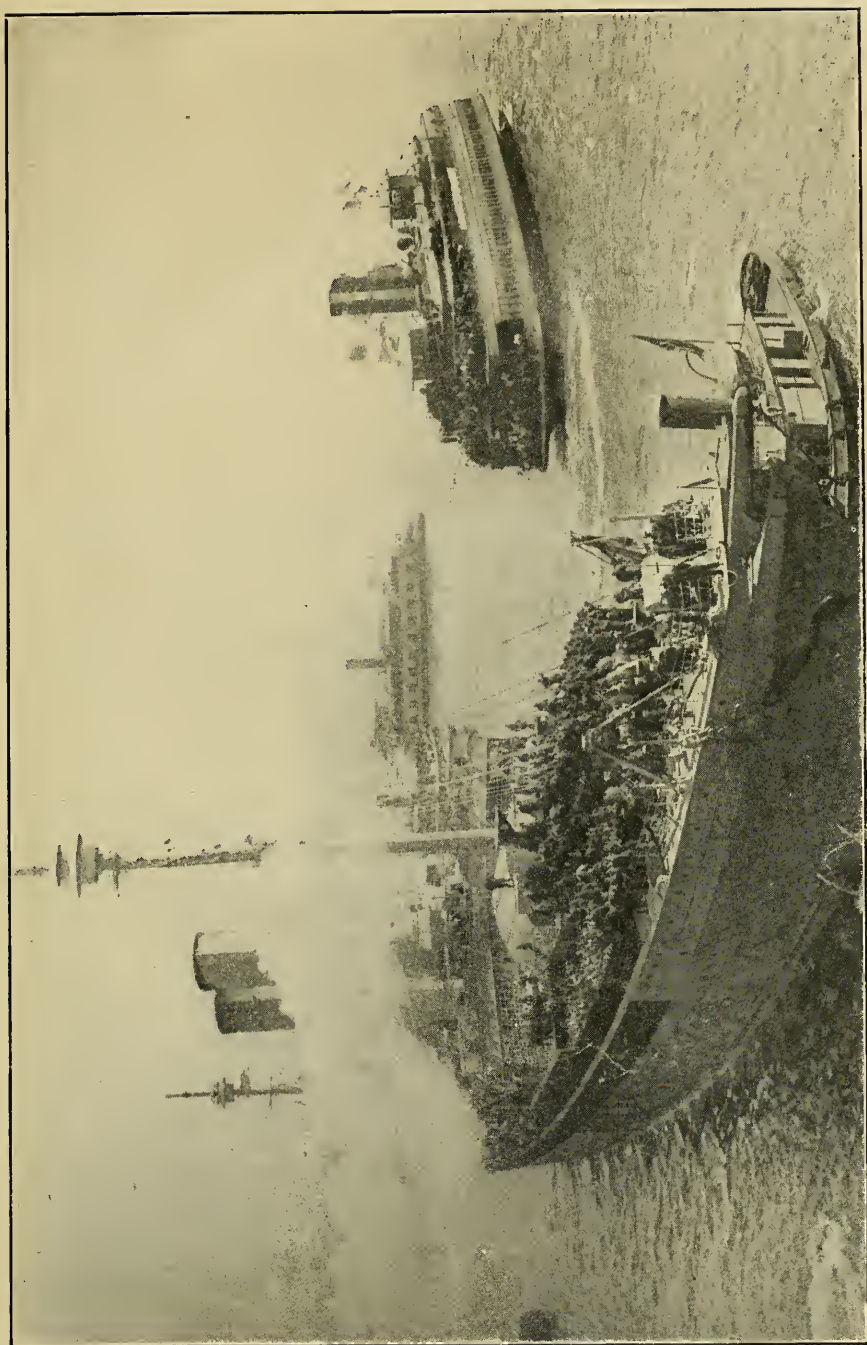
U. S. S. H A R R I S B U R G

Johle, Gus H.	F2c.	Handrick, Thomas F.	Y2c.
Little, Walter C.	F2c.	McKineey, Harold M.	Y2c.
McShane, John F.	F2c.	Morgan, John R.	Y2c.
Murray, Thomas	F2c.	Rogers, Thomas J.	Y2c.
Oest, Andrew H.	F2c.	Sweeney, James B.	Y2c.
Olszenski, Stephen F.	F2c.	Tinn, John S.	Y3c.
Saltsider, Koswell W.	F2c.	Guy, William J.	Y3c.
Sanders, Rexford	F2c.	Levinger, Harold W.	Y3c.
Sharpe, Jack M.	F2c.	Lynch, John T.	Y3c.
Smith, William	F2c.	Marshall, Ernest	Y3c.
Stothers, Joseph L.	F2c.	Scales, Walter R.	Y3c.
Trevena, William J.	F2c.	Smith, Nathaniel	Y3c.
Tyler, William O.	F2c.	Thompson, Clarence	Y3c.
Vordeldonk, Edward F.	F2c.	Waterhouse, Ray C.	Y3c.
Webber, Willie G.	F2c.	Hamm, Mason J.	Lds. for Y.
Wood, Patrick F.	F2c.	Surface, Arthur L.	CPhM.
Ashcroft, Claude T.	F3c.	Gladney, James C.	PhM1c.
Ballentine, William J.	F3c.	Hinkley, Amos B.	PhM1c.
Colburn, Leonard M.	F3c.	Russell, Ernest E.	PhM2c.
Cullen, John F.	F3c.	Woodmansee, William F.	PhM1c.
Cullen, Jobe F.	F3c.	Franklin, George	PhM2c.
Dean, Sem R.	F3c.	Lewis, Daniel E.	PhM2c.
Freeman, Gus E.	F3c.	Rubel, Jeff Leo	PhM2c.
Hathaway, Wilmot C.	F3c.	Yates, H. L.	PhM2c.
Kennedy, Thomas	F3c.	Bullock, Gerald H.	PhM3c.
Lighthall, Leonard R.	F3c.	Cole, Ray Jay	PhM3c.
Moore, Walter E.	F3c.	Quail, Harold H.	PhM3c.
Price, Martin F.	F3c.	Levin, Benjamin	PhM3c.
Rochester, William H.	F3c.	Redinger, Clyde E.	PhM3c.
Shide, Homer F.	F3c.	Ward, Aubrey V.	PhM3c.
Sudduth, Henry P.	F3c.	McClintock, Herbert L.	HA1c.
Syfrett, Frank E.	F3c.	Weaver, Wilbur W.	HA1c.
Thornton, Charlie B.	F3c.	Schneberger, Hugo C.	HA1c.
Tynion, Benjamin J.	F3c.	Swenson, Walter M.	Lds. for HA.
Veazey, Eleigh E.	F3c.	Baumgarten, E. O.	Musc1c.
Williams, Henry H.	F3c.	Ellis, George	1st Musc.
Barnard, Alfred L.	CY.	Hartwell, O. W.	Musc2c.
Bena, August	CY.	Counsell, Robert A.	Bug.
Bohman, Carl A.	CY.	Faltus, Eugene W.	Bug.
Donlan, James J.	CY.	Gleck, Carl J.	Bug.
Haskins, Merrill D.	CY.	Doak, Ramson P.	CCStd.
McCallum, Leonard	CY.	Ittmann, Louis A.	CCStd.
Myers, Walter E.	CY.	Kelly, James F.	CCStd.
Richartz, Paul B.	CY.	Bittner, Peter	ComStd.
Riker, Paul S.	CY.	Dimon, Harold J.	ComStd.
Stenstrum, William	CY.	Jarvis, Harry R.	ComStd.
Sutherland, Leslie L.	CY.	Levinson, Morris L.	ComStd.
Troy, Joseph L.	CY.	Lindley, Frank H.	ComStd.
Yarnall, Joseph E.	CY.	Mesloh, George H.	ComStd.
Ball, William W.	Y1c.	Reynard, Carl H.	ComStd.
Dwyer, Jeremiah	Y2c.	Wells, Benjamin T.	ComStd.
Dunlap, Martin C.	Y1c.	Wormley, David M.	ComStd.
Reives, Harold W.	Y1c.	Yarmas, Athanasios	ComStd.
Schwartz, Philip	Y1c.	Cobley, Robert H.	SC2c.
Supvenant, Valmore J.	Y1c.	Kenheke, George R.	SC2c.
Webb, Frank	Y1c.	Kyle, Leon	SC2c.
Goldsmith, Valentine	Y2c.	Lipani, Vincenzo	SC2c.

U. S. S. H A R R I S B U R G

Morrison, Joseph A.	SC2c.	Calcaquine, Anthony	WRStd.
Jackson, James M.	SC3c.	Monroe, Lewis	WRStd.
Smith, Alexander	SC2c.	Gilroy, P. M.	WRStd.
Trozso, Vincent	SC2c.	Lewis, Joseph H.	WRStd.
Calta, Charles S.	SC3c.	McLeod, Herod E.	WRCK.
Jacobs, Albert I.	SC3c.	Williams, Emanud	StgCk
Reymann, John H.	SC3c.	Carmichael, Fitzraymond	MAtt1c.
Sweeting, Richard F.	SC3c.	McCollins, Arthur F.	MAtt1c.
Chernon, Abraham	SC4c.	Salop, Morris	MAtt1c.
Dimpson, Alexander	SC4c.	Tinkler, Robert I.	MAtt1c.
Gropper, Louis	SC4c.	Douglas, William A.	MAtt2c.
Hailes, John	SC2c.	Falcone, Anthony	MAtt2c.
Lockwood, Horatio	SC4c.	Harding, Patrick J.	MAtt2c.
Marshall, Mealldy F.	SC4c.	Ingram, Lorenzo B.	MAtt2c.
Nickerson, Arthur J.	SC4c.	Arline, Cola R.	MAtt3c.
Wasserman, Max S.	SC4c.	Blackman, Bennie	MAtt3c.
Polzin, Albert O.	Lds. for SC.	Caputo, Amiello	MAtt3c.
Atchison, Claude H.	Bkr1c.	Cohen, Samuel	MAtt3c.
Hannon, James W.	Bkr1c.	Criscuola, Anthony J.	MAtt3c.
Williams, Keith D.	Bkr1c.	Doran, John J.	MAtt3c.
Cannon, Malachi M.	Bkr2c.	Emelock, Charles	MAtt3c.
Karp, Jack	Bkr2c.	Genatt, Benjamin	MAtt3c.
Nourse, Elmer H.	Bkr2c.	Kemack, Abe	MAtt3c.
Bianco, Angelo A.	CabStd.	McVey, Bernard	MAtt2c.
Howes, Clifford F.	CabStd.	Manlapaz, Juan	MAut3c.
Wynn, Lemuel A.	CabCk.	Moore, Thomas J.	MAtt3c.
Bell, J. H.	CabCk.	Pagano, Thomas	MAtt3c.
Perazio, Joseph M.	WRStd.	Orine, Ensigio Y.	MAtt3c.
Rabbino, Louis	WRStd.	Petrozza, Louis	MAtt3c.
Smith, Lee Roy	WRStd.	Sheehy, Michael	MAtt3c.
Smith, Samuel H.	WRStd.	Sylvester, Willard	MAtt3c.
Wallace, Edward	WRStd.	White, Thomas J.	MAtt3c.
Watson, Thaddeus	WRStd.	Writht, Tommie	MAtt3c.





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U. S. S. H A R R I S B U R G

Flagship of
CRUISER AND TRANSPORT FORCE
United States Atlantic Fleet
FORCE SPECIAL ORDER 0236

In Reply Refer to Mail and Telegraph Address Telephone
No. Steneck Building, Hoboken, N. J. Hoboken 3090

GL-M-44-20 (2-0) JIZ

26 June, 1919.

From: Commander Cruiser and Transport Force.

To: Cruiser and Transport Force.

Subject: Secretary of War and Secretary of Navy Commend Operations of Navy Transport Fleet.

1. The following letter is quoted for the information of the Force and compliance with paragraph 3:

28963-689 Op.-46

12 June, 1919.

Navy Department, Washington, D. C.

From: Secretary of the Navy.

To: Commander Cruiser and Transport Force.

Commander Battleship Force One.

Via: Commander in Chief U. S. Fleet.

Subject: Operations of Transport Fleet during the month of May.

1. The following letter to the Secretary of the Navy is quoted for your information:

"My Dear Mr. Secretary:

"The operations of the Transport Fleet during the month of May has been so successful that I believe it appropriate at this time to extend to you and the Navy, particularly the officers and men directly connected with the operations of the Cruiser and Transport Fleet, my hearty congratulations and appreciation of the War Department for the splendid service they have rendered during our overseas operations.

"It is a source of great gratification to the War Department, and it must be to the Navy, to look back over the past year and a half and note the success of these operations and to summarize just what has been accomplished in the matter of transporting troops and supplies to France. I am sure that this successful operation is due more to the close co-operation and splendid team work which has existed between the two services than to any other one thing.

"I might mention by name a number of distinguished officers of the Navy who have been directly connected with this important work, but I much prefer to commend as a whole the efficient and loyal personnel of both the Army and Navy whose steadfast and untiring efforts have made possible the great success of this unprecedented undertaking.

"If it meets with your approval, I will be very much pleased if you will make known to the Naval force engaged in the transport work the contents of this communication and assure them that the War Department fully appreciates the magnitude of the work they have performed for their country.

"Cordially yours,

"(Signed) NEWTON D. BAKER.
"Secretary of War."

2. The Navy Department concurs with the Secretary of War in his appreciation of the operation of the Transport Fleet, not only during the month of May, but during the past year and a half as well.

3. Copies of this letter will be forwarded by the Force Commander concerned to Commanding Officers of all ships under their commands, and these Commanding Officers will publish the letter to officers and crews of their ships on the first opportunity after its receipt.

(Signed) JOSEPHUS DANIELS,
Secretary of the Navy.
ALBERT GLEAVES.



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